

CLASSIC *Yacht*

ISSUE THIRTY TWO

for those who love great boats



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Krogen 44

Eye Candy:
Caribbean Regattas

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Bertram 46 Convertible

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Gougeon Brothers'
WEST System

CLASSIC

Yacht

ISSUE THIRTY TWO

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for those who love great boats

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ROGER THAT

Readers Respond to TN Tax Scandal and Berenice

TN Tax Scandal

You told us about the guy who is being levied taxes as a boat builder after building a kit boat in his garage, but you did not tell us where to send donations to his legal defense fund...

Brian M. Godfrey

Thanks for the recent "follow" on Twitter. I followed the Twitter trail to your website and read your current issue online. What a great website! I very much like the magazine.

I went through your whole issue and it was one of the best reads I have found in a long time. I especially liked the article about the Great Loop cruisers and the video from "Jacksonville.com", as I am originally from J'ville and still call it home and have many fond memories of sailing the St. Johns River. When I was eighteen years old I



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bought my first sailboat. It was a double planked mahogany, double ended, gaff rigged Navy life boat that looked like it was straight out of Herman Melville's *Moby Dick*. And it had no motor. But it did have eight oar locks. I had five of the twelve foot oars that came with the boat. You can imagine the fun a teenager could have on a big river with such a boat!

My vessel is a 1998 Catalina 250 wing keel, hull #364, which I have owned for 11 years. Recently I have been sailing the Gulf Coast of Florida.

Enough about me. I have to write a letter to the State of Tennessee about the father-son garage boat builder team that the government wants to tax which you wrote about in your magazine. And



(mast - head)

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BTW, I will not be very nice about it either.
Thanks again for the great literature.

Capt. Ben Raye

More on Berenice

It really hurts to see a beautiful ship like *Berenice* lost because of liability issues.

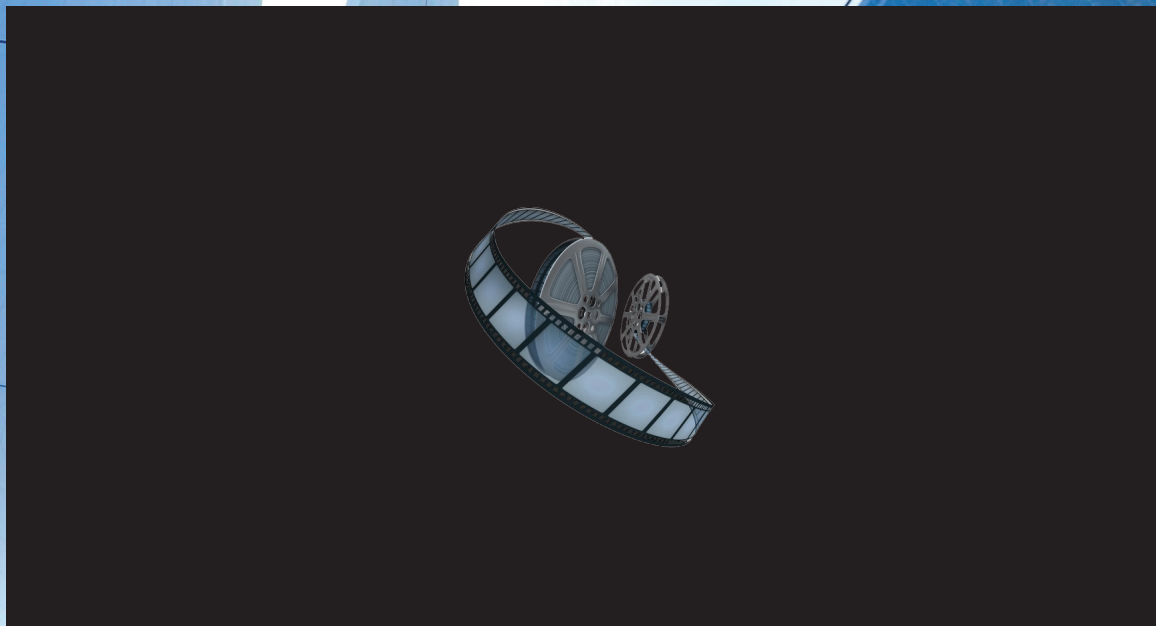
I wish she was beached in a country without all this liability nonsense. I'm sure she'd be repaired! Sometime ago, a dredger in a port nearby found an old yacht sunk on a storm a few years prior. Some friends dove to see her condition, which was pretty bad, but decided to give it a try. They got a deal with the port authorities for a covered space in which to restore her and sure they did! I'm sorry I don't have any pictures, but you wouldn't give a penny for her, and after restoration they had the cruise of their lives before selling her and making a good bit of money.

Onofre Segura

Comments, compliments, rants and offers to transfer Nigerian fortunes may be sent to:
editor@classicyachtmag.com

ON WATCH

2012 St. Barths Bucket Delivers The Goods



Story: Norma Trease Photos: Dana Jenkins

With forty seven yachts of this value and caliber all competing for prizes, glory and bragging rights, racing can sometimes get a little hairy.

Yet with the intense professionalism of both permanent and racing crews, once again, Bucket racing in Saint Barths remained safe, and with other than a

few protest-inducing close calls, and some gear failure, everything turned out well in the end.

Michael Bradfield, owner of the superb Dubois-designed, Royal Huisman built Twizzle, summed it up as well as I ever could. "What a superb and exciting Bucket Regatta. The sailing was varied



and challenging and brilliantly planned. The four categories were spot on and the exciting and tight finishes were a testament to the superb rating by Jim Teeters. Peter Craig as PRO and the team did a superb job of promoting a rich and varied regatta with a strong emphasis on safety and good nature. It was a privilege being able to take part."

Day two had its share of gasp-worthy mega-million-dollar close calls. Day three's biggest heart thumping moments happened at the finish line, which went between a marker buoy, and the committee boat. Blue Too, who had a great race, coming in 2nd in Class and 3rd place overall, narrowly avoided becoming the filling in a Perini panini.



ON WATCH

2012 St. Barths Bucket, continued

It was an exciting race for Perinis, as Fidelis, and Parsifal III came across the finish line within inches of each other, and Andromeda also came exceedingly close to the committee boat.

It's virtually impossible to fairly rate a gigantic fleet of this magnitude and

diversity. No one has more data available, or crunches those numbers more assiduously than ratings guru Jim Teeters. Yet unfortunately, despite achieving the goal of many excitingly close-to-photo finishes, you can never please everyone in this super knowledgeable and experienced crowd. Amy Laing, who has for many years managed the complexities of the very busy Whisper program, delicately explained their frustrations at the

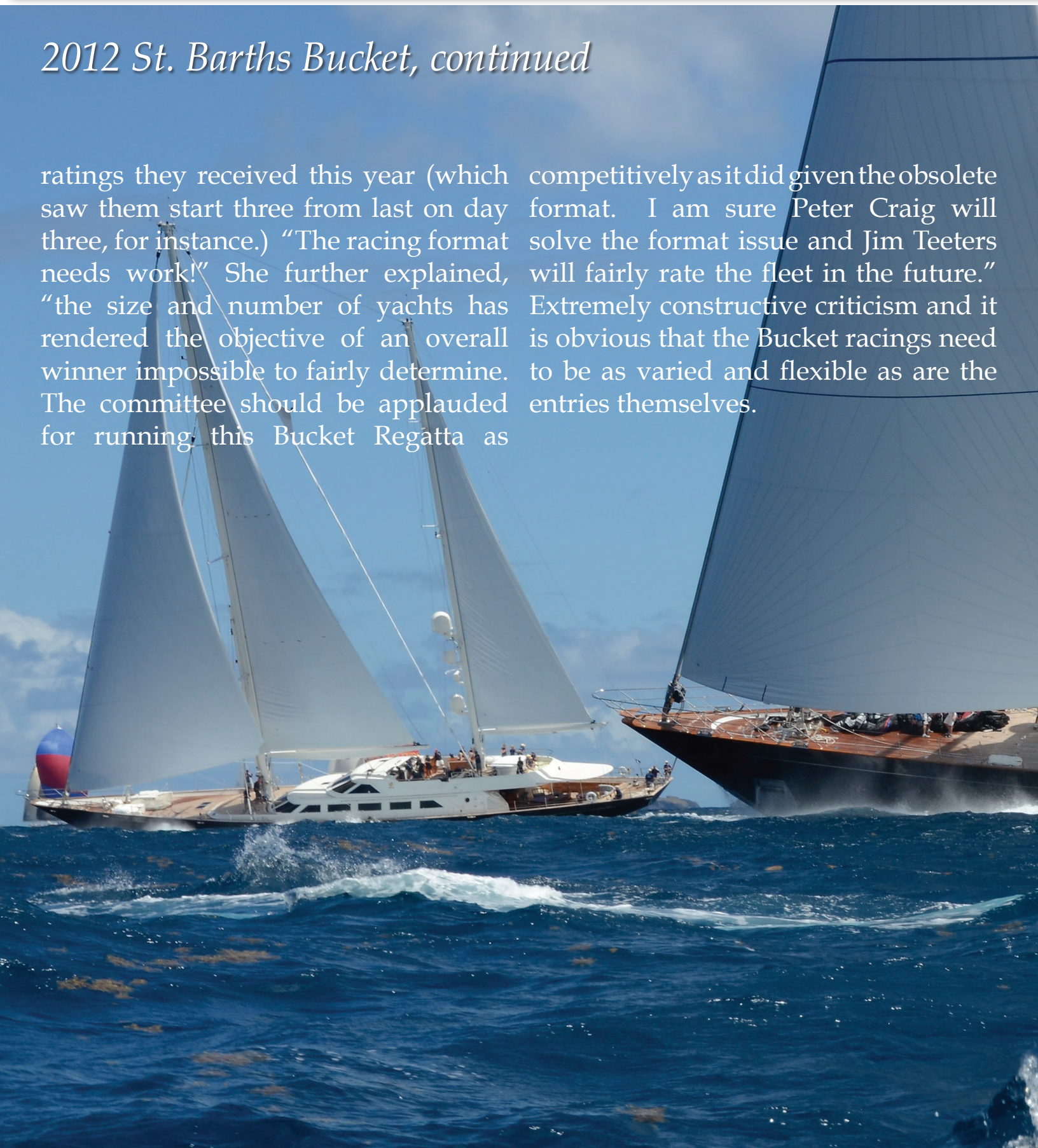


ON WATCH

2012 St. Barths Bucket, continued

ratings they received this year (which saw them start three from last on day three, for instance.) “The racing format needs work!” She further explained, “the size and number of yachts has rendered the objective of an overall winner impossible to fairly determine. The committee should be applauded for running this Bucket Regatta as

competitively as it did given the obsolete format. I am sure Peter Craig will solve the format issue and Jim Teeters will fairly rate the fleet in the future.” Extremely constructive criticism and it is obvious that the Bucket racings need to be as varied and flexible as are the entries themselves.





Excellent racing and cruising skipper Dean Maggio, who unfortunately was involved in one of the few protests, looked at it from a historical perspective: "This used to be resolved with a case of champagne, but no more! Maybe we could go back to that!" Capt. Johnno Johnson of Antara, always the Bucket host-with-the-most, also shared his

frustrations too. "No matter how well we sail, and we've had some cracking good sailing here, we simply can't get ahead of all of these bigger, newer boats.

The race winners, for every class and every race are too numerous to be covered here, but can be seen in their entirety at bucketregattas.com.

ON WATCH

2012 Sunnyland ACBS Show in Six Minutes



Tavares, Florida – Tavares resident Robert Greco shot this excellent video from the 2012 Sunnyland ACBS event in late March. If you've never been there, this is as good a feel as you can get from afar. If you go every year but missed this time around, consider yourself an armchair traveler.

The Sunnyland ACBS show in Tavares seems to grow in stature each year. With such a wide variety of boats, amphibious cars, aircraft and colorful people it's

never a dull day on the water during the annual March get-together.

The city of Tavares has embraced this event since it moved from Mt. Dora several years ago. City fathers have added a Sunnyland Boat Show mural to the only city owned wall in the Wooton Waterfront Park. As long as the wall is there, the mural will continue to promote the Sunnyland Antique and Classic Boat Society.

acbs-sunnyland.org

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ON WATCH

The Bucket Book: A Celebration of Megayacht Racing

From its casual beginning in Nantucket in 1987 (with seven boats) to its most recent iteration in Newport and St. Barths (where nearly 60 mega-sailing yachts are vying for the right to race), Bucket Regattas have captured sailors' imagination in a way that few other events can approach.

The Bucket has attracted a growing coterie of devoted participants and loyal sponsors and supporters from Nantucket to St. Barths to Newport. The Bucket Book celebrates 25 years of unique megayacht racing.

Alessandro Vitelli, veteran Bucket participant, and one time Race Committee Officer, offers us a view of how Bucket Racing is in a class by itself. The book includes historical perspective by Peter Goldstein, one of the original instigators of the Nantucket Bucket, as well

as input from Nelson Doubleday's first captain, John Clyde-Smith, who also participated in the very first Bucket.

In addition, there are words presenting the Bucket by the directors, Tim Laughridge, Hank





Halsted, and Ian Craddock. A chapter on safety and technology is duly elucidating, and once and for all, Jim Teeters explains exactly how the rating system works. Interspersed throughout the book are quotes, comments and reminiscences from yacht owners, crew, sponsors and Bucket devotees.

Needless to say, the book allocates much of its space to spectacular images of the Bucket. After all, the allure of the Bucket lies in the beauty and majesty of the participants. A picture is indeed worth a thousand words, and photos of the Bucket will bring the event to life in ways that no prose can touch.

ON WATCH

Bucket Book, continued

To quote John Clyde-Smith in the book's foreword: "There are sailing events like the America's Cup or Admiral's Cup that fill the mind with images of battles hard won. Champagne is spilled and lesser men look on as the victors lift the hallowed trophies. So, you might ask, where does the Bucket feature in all this? The clue my friends, is in the name.

When, in July 1987, Nelson Doubleday christened the event, it was not only for its homonym with Nantucket and a commonly used sailor's expletive, but as a prize that could and should not be taken too seriously. For this occasion egos were best left at home as winning was not the primary objective. If it were, the handicapping committee would see that it wasn't. By making it secondary, nobody could mind losing too much nor would they try too hard to win.

The Bucket is all about bringing like-minded owners and crews together for a couple days of fun on the water and a party after. Although it could never claim to be the first event of its type, over the 25 years of its existence,

the Bucket has prospered to become a major fixture on the cruising calendar."





PHOTOS: DANA JINKINS

The Bucket Book is available at
conceptspublishinginc.com



ON WATCH



Hagerty Launches Classic Boat Price Guide

Valuation tool is first modern guide free to all.

Traverse City, Michigan – Hagerty Insurance has announced a new online resource center to help classic boat owners more effectively determine the value of their vessels and understand the vintage marine marketplace. The Classic Boat Price Guide has been compiled by valuation experts utilizing a number of sources including private sales, auction data, insured values and contributions from classic boat dealers.

The first-ever guide is comprised of the most popular classic boats based on input from classic boat dealers and the Hagerty Marine database. Values and additional information such as production numbers and body type are broken down into marque-specific sections including Chris-Craft, Century, Gar Wood, Lyman and Riva, as well as others.

“Our goal with the Classic Boat Price Guide is to provide a one-stop-shop resource center for vintage boating enthusiasts,” says Carla Gernhofer, Vice President of Hagerty Marine. “Whether you’re looking to buy, sell or just want to better understand your current vessel, this tool is designed to be a comprehensive resource for classic boat owners and enthusiasts.”

The Hagerty Classic Boat Price Guide classifies boats into four value ranges, from “Fair” condition to “Bristol” condition.

Values will be continually monitored and updated on a regular basis. Additional expert content, such as auction analysis and boats to watch, is planned for release in Summer 2012.

To experience the classic boat guide, or for more information, visit hagerty.com/valueyourboat

VALUE YOUR BOAT

Classic Boat Price Guide Chris-Craft Century Gar Wood Lyman **RIVA** Other Marques Image Gallery

Riva Boat values with the Hagerty Marine Price Guide

The Riva family's boat-building history can be traced to 1842 and Pietro Riva. But it wasn't until the 1950s that Carlo Riva influenced the direction of the family boat yard and Riva began producing what would be considered the finest constructed and appointed runabouts in the world. His vision was heavily influenced by Chris-Craft designs; in fact, he used some Chris-Craft components, notably engines. Carlo traveled to the U.S. to meet the Chris-Craft personnel, turning a desperate situation into a positive one — both for international business relations and the success of Riva.

Although Carlo designed many different types and styles of vessels prior to assuming control of the Riva Boat Yard, the purpose of this guide we'll focus on nine models of mahogany-constructed runabouts. These were produced from 1946 until 1996, with a total production of just under 5,000.

Carlo Riva's designs and construction were very unique. He alone designed every aspect of his boats, down to carving the casting patterns for the fittings. His demand for perfection could only be achieved by using the most talented craftsmen to assemble each boat. He also went to great lengths to assure Riva had access to the finest components for the construction of his boats. Potential suppliers went through Carlo's stringent personal approval process before their material was accepted for use. When Carlo could not find a chrome plater to meet his specifications for durability, he built his own plating factory to ensure the production and quality he insisted on. Though Riva boats cost 20 to 30 percent more than any competing runabouts of the time, Carlo insisted there were clients willing to pay the premium for the ultimate quality, not just luxury.

This guide will address the most popular models and address lesser production runs as data becomes available. More specific technical information may be accessed on the Riva Club USA website at www.rivacubusa.com as well as the Chris-Craft Club website at www.chris-craft.org.

YEAR	MODEL	SUBMODEL	BODY TYPE	NUMBER BUILT	CONDITION #4	CONDITION #3	CONDITION #2	CONDITION #1	NOTES
Runabouts									
1950-1966	Tritone		26 ft	257	\$104,000	\$132,000	\$228,000	\$300,000	Notes
1960-1963	Super Tritone		27 ft	21	\$116,000	\$149,000	\$262,000	\$331,000	Notes
1956-1960	Cadillac Tritone		27 ft	10	\$140,000	\$177,000	\$304,000	\$360,000	Notes
1960s	Aperto Tritone		27 ft	15	\$186,000	\$231,000	\$330,000	\$390,000	Notes
1950-1974	Ariston		20 ft	804	\$56,000	\$82,000	\$99,000	\$130,000	Notes
1960-1974	Super Ariston		22 ft	177	\$70,000	\$94,500	\$116,000	\$146,000	Notes
1956-57	Ariston Cadillac		22 ft	19	\$62,000	\$98,000	\$110,000	\$133,000	Notes

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ON WATCH



Ten Tips to Get Repairs Done Right

Alexandria, Virginia – Here are ten tips gleaned from the Boat/US Dispute Mediation program that they say will help ensure a hired job goes smoothly:

A tight budget is OK: In today's economy, a tight budget is expected - just make this clear before the job begins.

Write it up - or take your chances: Get a written estimate up front and remember that it is based on an approximation of how much the job will cost.

Ask for evidence: Ask to get back old or damaged parts.

OK to second guess: If you're not comfortable with the first estimate, get a second opinion.

Follow a plan: Once you approve the estimate, a work order should be drawn up. Ask for a completion date.

Keep everyone in the loop: Always be sure the actual mechanic working on your boat has a copy of your work order when the project begins.

Get help with the big stuff: For complex repairs, it's wise to consult with a marine surveyor and consider having the surveyor serve as a liaison with the repair shop. Ask around for a referral or check out the list of surveyors at www.BoatUS.com/surveyors.

The payment plan: Understand that when tackling large jobs, boat repair shops often require payments at various stages of completion. Be sure to verify that each stage has been completed before paying.

Don't be hasty: If you are unhappy with the work, do not stop payment on your check after you pay your repair bill. This can be interpreted as intent to defraud the repair shop.

Know when to walk: Understand that when asking for all of the things above, you may not get everything you want. On the other hand, walk away if you get the feeling a marine repairer isn't interested in helping you with most of these basic protections that get the job done right.

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ON WATCH

25th Annual Antigua Classic Yacht Regatta

A large sailboat with a white sail and wooden deck is sailing on the ocean. The sail is fully deployed, and the boat is moving through the water, creating a wake. The crew is visible on the deck, and the sky is clear and blue.

The 25th annual Antigua Classic Yacht Regatta was the first stage of the Panerai Classic Yachts Challenge 2012. Throughout the five days, 56 sailing yachts took part to a series of races and events involving boat owners, crewmembers, sailing lovers and journalists who traveled to Antigua from every corner of the world to experience perhaps the most important gathering of classic boats in the Caribbean. The increasingly-popular event culminated with *Lone Fox* being awarded with a special edition Panerai watch as the overall winner of the Antigua Classic Yacht Regatta 2012.



This year, surrounded by the beautiful scenery of the English Harbour, most eyes were on *Eilean*, the Bermudian ketch created in 1936 by the Scottish yacht designer William Fife III. A multimedia exhibition set up inside the historic Nelson's Dockyard presented the history of *Eilean*, from her inception to her discovery in ruin five years ago by Panerai CEO Angelo Bonati, to this year's triumphant return home to Antigua. The exhibit showcased not only the staggering talent of the craftsmen who were able to restore *Eilean* to her original glory, but the beautiful features of the 1930s Fife.

PHOTO: CORY SILKEN

ON WATCH

A photograph of the sailboat Eilean, a white hull with a wooden deck, sailing on a deep blue sea. Several crew members in white shirts and hats are visible on the deck, managing the rigging. The boat is moving, creating a white wake in the water.

Antigua, continued

PHOTO: CORY SILKEN

Members of the rock band Duran Duran, who shot the video for “Rio” aboard *Eilean* exactly 30 years ago on these same shores, also took part in the festivities in celebration of *Eilean*’s return. Simon Le Bon, a passionate sailor himself, along with Nick Rhodes and Roger Taylor returned to Antigua to sail again on *Eilean*.

Amidst perfect sailing conditions and unwavering dedication from the crews, the yachts put on an unforgettable show in English Harbour. Winner of the Panerai Prize for First Overall Classic Class was *Saphaedra*. Winning 1st Place in the Spirit of Tradition Class A was *Rebecca*. The winner of Vintage Class A was *Mariella*, helmed by Carlo Falcone with the man who lost the America’s Cup to the Aussies, Dennis Conner. *Eilean*, helmed by



Andrew Cully and, for several races, Simon Le Bon, won the Woodstock Restoration Trophy in Vintage Class A for Best Restored Yacht. *Dorade* won First Place in Vintage Class B, and also was the Overall Winner for the Concours d'Elegance, with *Eilean* receiving a special mention from the jury.

As the Antigua Classic Yacht Regatta draws to a close, *Eilean* will once again cross the Atlantic Ocean to join the Thames Diamond Jubilee Pageant in London on June 3rd. The outstanding parade, comprised of 1,000 boats sailing on the Thames River, is a part of Queen Elizabeth II's Diamond Jubilee celebration, celebrating her 60 years on the throne. Don't bother snickering, it's too easy.

ON WATCH



Abandoned Boats to be Recycled

Tampa, Florida - The spike in hurricane activity a few years ago coupled with the retarded economy has resulted in a surplus of abandoned boats in the Gulf Coast in recent years.

Property owners have been increasingly frustrated with recreational boats littering their shores and now one company is stepping in to provide a way to dispose of these boats and make a buck along the way.

American Fiber Green Products held a meeting to finalize plans to open a Florida-based abandoned-boat recycling operation.





President and CEO Daniel L. Hefner said he expects a formal plan of operation and funding to be the result of their May meeting with landowners and potential funding partners.

“Recent press releases have generated a tremendous influx of interest in the company and the solutions we offer. Specifically, AFBG will offer a solution to the massive abandoned and derelict boat problem, particularly around the Gulf Coast. We have made good progress toward finalizing site selection for the start of this project. It is our intention to announce the

chosen location by the middle of May 2012,” American Fiber Green Products chairman Kenneth McCleave said in a statement.

If you’ve got waterfront property which is littered with an unsightly 43’ Hatteras like the poor fella at left, or you just want to play a particularly nasty prank on your buddy at the yacht club bar, consider contacting Dan at American Fiber Green Products.

What’s the worst that could happen?

AmericanFiberGreenProducts.com

ON WATCH

Viking Yacht Marks 48th Anniversary

New Gretna, New Jersey – April 1st marked the 48th anniversary of the day brothers Bill and Bob Healey opened the doors to their new boatbuilding venture, Viking Yacht Company.

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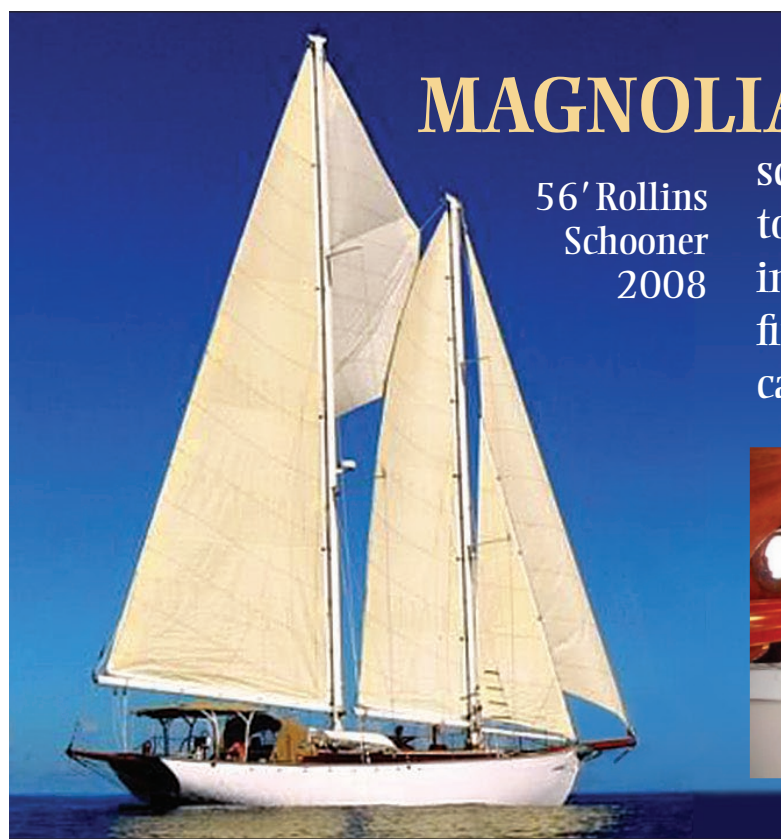
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The current configuration sleeps seven to eight adults.

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ON WATCH

Yacht Restoration School Tweaks Programs

Bristol, Rhode Island — IYRS, a marine trades and technology school based in Rhode Island, has shortened its Marine Systems and Composites Technology programs to a six-month curriculum. The school worked with industry input to intensify both programs and focus on the skills that are in demand in today's marketplace. The stated goal of the move is to preserve their high standard of training that makes their graduates valued by industry while giving students a quicker route into the job market.

"One of the biggest financial challenges for our students is not just coming up with tuition—for which there are loans, scholarships, and veteran benefits—but being out of work and not having an income," said Terry Nathan, president

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of IYRS. "Adjusting our programs to a six-month timeframe creates great opportunity for more people: students will spend less time out of work and have quicker routes to promising careers."

The Marine Systems and Composites Technology programs are both based at the school's Bristol facility. In each program, students are prepared to take national, industry-recognized certification exams that are valuable credentials for job seekers. Marine Systems students sit for certification exams administered by the American Boat & Yacht Council (ABYC) and the National Marine Electronics Association (NMEA). Composites students obtain certification from the American Composites Manufacturers Association (ACMA) in four areas, which include different processes and, ahh, wind turbine blade repair. After all, skilled boatwrights need something to do until the American economy is reset.

Both programs were formerly on a nine-month, academic-year calendar but will now offer students the flexibility

of two start dates. The first session runs September to February, and the second session runs March to August. Graduates will be entering the job market in spring and fall, which are the busiest seasons in the marine industry. This new schedule begins in September 2012.

iyrs.org

A red Saint Custom Boats speedboat on the water. The boat is a sleek, open-top speedboat with a dark red hull and a white stripe. It is moving quickly, creating a white wake. An American flag is flying from the stern. The background shows a blue sky and green trees on the shore.

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ON WATCH

Blarney! Irish Government May Hike Slip Fees by Eight Hundred

Bottom O'Pint, Ireland – A government department overseeing the Republic of Ireland's main fishery harbors has proposed raising slip fees for recreational craft by as much as 800 percent. The Irish Marine Federation (quick, who knows the secret handshake?) has expressed concern about proposed fee increases.



The hikes, proposed by the Department of Agriculture, Food and the Marine, would apply to six fishery centres in Donegal, Galway, Kerry, Cork, Waterford and Dublin.

The fee increases would replace previous charges set in 2003.

The fees include an annual bill for €250 (\$330) per meter for yachts, compared to a previous levy of 30 cent for each gross registered tonne (GRT) a week for the first seven days and €1 (\$1.32) for each GRT after 28 days.

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53' Huckins Linwood
1967 "Tidewater"
A 1967 Linwood 53 with 2 staterooms and centerline double berth. \$225,000. Jacksonville, FL.



53' Huckins Atlantic
1966 "Faith"
Popular two-stateroom classic in immaculate condition. Twin 3208TAs, NL gen., air. Turn key, ready to cruise. \$250,000. Our yard.

ed Percent

A 10-meter (33-foot) yacht paid an average €312 (\$412) a year for a berth under the old system. It will now be charged up to €3,100 (\$4,100) a year.

The proposed regulations also stipulate that water and electricity charges will also be hiked. Water costs will be €30 (\$40) a day where metering is not available.

David O'Brien, chairman of the Irish Marine Federation, told the Irish Times that for every euro spent on a berth in a harbour, €10 (\$13) was typically spent by yacht owners in local shops and restaurants. "That's a good tourism dividend for coastal towns, and the IMF would not like to see anything damage that," he told the paper.



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ON WATCH

Oneida Boat Works Burns

Harshaw, Wisconsin – Rare and valuable wooden boats went up in flames April 29 at Oneida Boat Works in Wisconsin's north woods.

Owner Tom Jordan has spent much of his life restoring classic wooden boats. His workshop had ten of them inside when it caught fire.



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Collectors from across the U.S. brought their boats to Oneida Boat Works. Some were far from seaworthy when they came in, but they left as works of art. Now some are gone forever. Out of ten boats inside, just two were saved from the fire.

“The building was totally involved when we arrived on scene, and quite a bit of the surrounding property, the woods and so on was on fire also. I couldn't even start to imagine what this is gonna cost, what the dollar value on this is,” said Cassian Fire Chief, Ed Tadych.

Jordan estimates the damage at around \$300,000. With the workshop going up



in flames, so did Jordan's livelihood. At this time the cause of the fire is unknown, but it may have started in the woods behind their house. The Jordans are considering a benefit to help rebuild the workshop and get the restoration business back off the ground.

If you'd like to help, reach the Jordan's by email at jordans@newnorth.net.

1953 27' SHEPHERD EXPRESS COMMUTER



Original twin Chrysler Crown M47S V-drives upgraded with fresh water cooling, bronze rubber impeller raw water pumps, and electronic ignition.

This well built, well taken care of classic was completely rebuilt in 2006 with no system untouched. Professionally maintained, with recent replacement of the fore deck and aft deck (engine hatches). All exterior varnish stripped and recoated with 15 coats of hi gloss varnish. All hardware was rechromed. The boat has an adjustable removable bimini top enclosure, with a removable aft bimini that will cover the entire cockpit, and complete isinglass panels for all openings. A full boat storage cover is also included.

This fine vessel, with very low hours since rebuild, is located in Jupiter Florida and is offered for \$ 150,000.00

Please contact Doug Glazer for more info 954-303-4349 or gdougieg@aol.com

ON WATCH

Invasive Species: Toxic 'National Ocean Policy' Panned by 81 Groups

Washington D.C. – Eighty-one groups of seemingly every type of industry, labor and citizens' organizations recently submitted a letter to U.S. House Appropriations Committee chairman Harold Rogers (R-Ky.) as well as the chairman of each House Appropriations subcommittee, asking that language be included in all fiscal 2013 appropriations bills that would prohibit the use of funds to implement the Orwellian new National Ocean Policy.

As currently set forth, the National Ocean Policy has the potential to unnecessarily harm terrestrial and marine economic values by affecting sectors such as agriculture, commercial and recreational fishing, construction, manufacturing, marine commerce, mining, oil, gas and renewable energy, recreational boating, and waterborne transportation, among others. These sectors support tens of millions of jobs and contribute trillions of dollars to the U.S. economy.

The National Ocean Policy has been called an executive power grab on the

part of the Obama administration by many analysts.

Uncertainty continues to abound as to the meaning of the policy: how it will be implemented; the role of states and stakeholder user groups; its potential impact on the economy, budget, existing statutes and regulatory processes; and the authority of state and tribal officials.

Even the Obama administration has stated that the policy “may create a level of uncertainty and anxiety among those who rely on these resources and may generate questions about how they align with existing processes, authorities, and budget challenges.”

“The request was made as part of an effort to achieve a pause in policy implementation that would provide more time for oversight and examination of potential impacts,” according to the Recreational Fishing Alliance, which signed on to the letter.

The letter's signatories represent a wide array of commercial and recreational

roups



interests and reflect the breadth of concern that citizens and businesses across the United States continue to have about the National Ocean Policy as developed thus far, the fishing group said.

As currently set forth, the National Ocean Policy has the potential to unnecessarily harm terrestrial and

marine economic values by affecting sectors such as agriculture, commercial and recreational fishing, construction, manufacturing, marine commerce, mining, oil, gas and renewable energy, recreational boating, and waterborne transportation, among others. These sectors support tens of millions of jobs and contribute trillions of dollars to the U.S. economy.



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ON WATCH

Act Fast to Attend Resort Boat Shop's Show & Shine

Port Falls, Idaho – The Resort Boatshop is one of the more impressive wooden boats shops in the Pacific Northwest. For the past six years they've put on a Show & Shine, which ends up being a pretty decent party. The 7th Annual Resort Boatshop Show & Shine promises to be a fun and well attended spring event, but you'd better make plans now if you want to catch

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it, as it's happening on the first Saturday in May.

The event promises to offer up classic boats from their shop, as well as some great local boats from the fine folks at the Inland Empire Chapter of the ACBS.

It's also an opportunity to get a look inside the Resort Boatshop's huge facility in Post Falls, Idaho and see first

hand what they are working on, from original classics to the fantastic contemporary wooden boats they design and build in-house.

[hagadonemarine.com/
resort-boat-shop](http://hagadonemarine.com/resort-boat-shop)



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Upgrade your ad with a choice of background and text colors! Color classifieds are \$70 per 140 characters, including spaces. You've got the option of changing text colors for pop! Hyperlinks can connect the ad right to your email or website, for an instant connection to readers!

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The photo above takes up one column inch, for example. It's a great way to make a visual impact. You can buy 140-character bundles of text to your heart's content, and as many photo column-inches as you want.

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Beginning in the May/June 2012 issue



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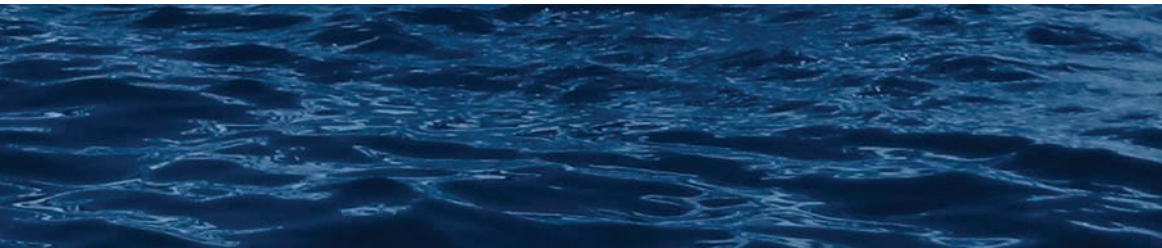
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CALENDAR



PHOTO: DANA JINKINS

2012



Around the World

Edmonds Waterfront Festival

Edmonds, Washington

June 1-June 3

edmondswaterfrontfestival.com

Bell Street Pier Rendezvous

Seattle, WA

June 16-17

classicyacht.org

Wood & Glory XIV

Clear Lake, California

June 1-June 3

acbs.org

ACBS Summer Meeting

Long Beach, California

June 25-28 aboard the Queen Mary

acbs.org

Spring Lake Wooden Boat Show

Spring Lake, Michigan

June 2

springlakevillage.org

Wooden Canoe Heritage Show

Paul Smiths, New York

June 27-July 1

wcha.org

Maritime Gig Festival

Gig Harbor, WA

June 2-3

gigharborchamber.com

21st Annual Wooden Boat Show

Mystic, Connecticut

June 29-July 1

thewoodenboatshow.com

Meeting for Antique Motorboats

Lake Lugano, Italy

June 16

asdec.it

Lake Maggiore Motorboat Show

Verbania, Italy

June 29-July 1

asdec.it

PENMANSHIP

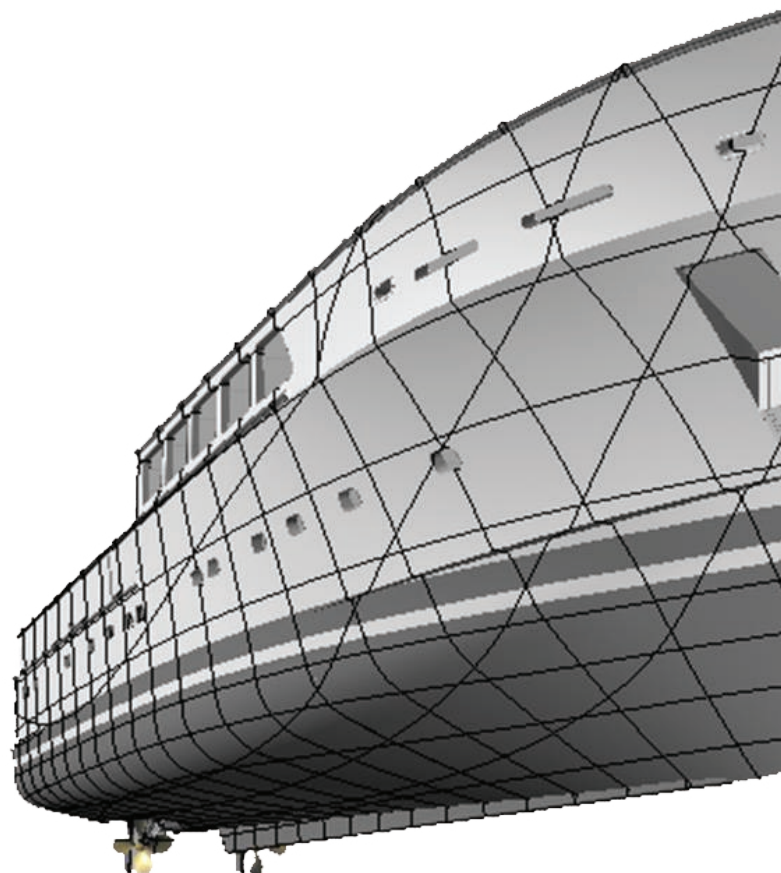
What Floats Your Boat?

I received a question out of the blue from a friend in the auto industry the other day. He asked, *"When you are designing a vessel and approximating the final weight and hull surface area, do you know where the water line is going to be? I know the answer is yes but how close? And do you know how the vessel will sit in the water before it actually sits in the water?"*

Since he's affiliated with the Ford design studios I wonder what the 2014 Mustang is *really* going to look like after a question like this!

But whenever one person asks a question it's a safe bet that lots of other people wonder about the same thing. Most experienced yachtsmen have at least a vague idea of how Archimedes' principle relates to the way their boat floats and performs, but here's the answer I gave my friend. We'll call him "Jay", because his name is Jay.

Jay, this is central to boat design of any kind. After the first few napkin sketches and basic line drawings we develop preliminary hull lines and create a 3D computer model



from them. During this process we estimate where the boat's longitudinal center of gravity will be and shape the underwater portion of the hull to have an equivalent center of buoyancy. Generally speaking, slow boats want to balance further forward than fast boats. As examples, a tugboat or full-displacement trawler is going to have a fore-and-aft (longitudinal) center of gravity right around the mid-point of its waterline length. An offshore racing

Thoughts from yacht designer Bill Prince



powerboat wants to have a center of gravity closer to 2/3 of the way aft along it's waterline length.

Once the preliminary hull lines are complete we undertake a detailed weight study, identifying and locating in X,Y,Z coordinates each and every component in the boat. We assign an accurate (we think!) mass to each item. The summation of these masses in these locations gives us a target weight and center of gravity for the finished boat. We compare this result to the longitudinal center of buoyancy of the computer model and the volume of water it displaces at the waterline we want.

Archimedes' principle being what it is, the submerged volume and center of buoyancy will match the weight and center of gravity of the floating boat.

If the boat has evolved since the hull model was created we change the underbody of

the hull model to match the result of the weight study.

The weight study is shared with the builder in the hope they will actually follow it, which is a fine topic for another day. There are often small differences in the as-built boat depending on the quality of the builder and other factors. These differences can be resolved with a little bit of trim ballast at the transom or up forward in the hull, if need be. But if a boat is built diligently to its plans and the weight study we can accurately predict its static waterline.

Since liquid loads like fuel and water are heavy and variable we locate tanks over the center of gravity so they affect the static trim of the boat as little as possible.

Bill Prince is a yacht designer and marine engineer. Over the past fifteen years his design services have been applied to boats for Hinckley, New England Boatworks, Brooklin Boat Yard and others, as well as the United States Coast Guard.

BillPrinceYachtDesign.com

INSTANT CLASSICS



**Zeelander
44**



Depen
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the s
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We decide what's cool, now.

...ding on your sensibilities to Dutch design
...elander is either a little funny looking or
...piciest *frikandel* on the waterfront. But
...s no denying her 21st-century prowess, as
...ristles with technical finesse and luxury.



Sumptuous leathers, rich veneers and sculpted stainless steel create set the onboard scene. Z's goal with this boat is to create a mini superyacht. The Zeelanders are built in Holland, Michigan, by the same people who put together the highly regarded Tiara Yachts.

INSTANT CLASSICS



Spirit
beaut
made
wisely
and
also

**Spirit
Yachts
570H**



We decide what's cool, now.

Yachts' 56 proved to be just too stunningly beautiful to look at without eye protection, and for a suitably impractical cruiser. So Spirit added some freeboard to increase length of volume, and to provide a drier ride. They added a pagoda deckhouse to improve the boat's cruising chops.



The deckhouse offers a great social area with comfortable seating or extra berths as well as weather protection while sailing. The new model retains most of the elegant looks of the classic Spirits but is better suited to actual cruising.

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classic.
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the 201
more fri



**44-foot
Krogen**



We decide what's cool, now.

one knows the Krogen 42 is a cruising
But they were built from 1977 through
a long period during which the builder's
evolved. The latest update to the 42 is
12 44AE, or Advanced Ergonomics (read:
friendly to old people and their grandkids).



More than 50 ergonomic and technical changes differentiate the Krogen 44AE from her predecessor. New, advanced ergonomic highlights include full walk-through cockpit boarding doors, walk-in engine room access, a companion seat next to the helm chair on the flybridge plus corner bench seating with a table.

MODEL HISTORY

Bertram 46 Convertible (1971-1987)

Story: Bill Prince

**Photos: Bertram Yacht
& Ed McKnew**

Some boats just define their category. A Boston Whaler 13. A Hatteras 53 Motor Yacht. A Beetle Cat. So well suited were these boats to their intended purpose in their day that their day has lasted a lot longer than most. The Bertram 46 Convertible certainly ranks among the boats whose day has come but not yet gone, as she's still an excellent sportfishing platform with a ride which has hardly been bested since she went out of production over twenty years ago.

The star player in many a Bertram-Hatteras Shootout, this fish-raising bluewater bomber enjoyed a 16-year production run beginning in 1971 and lasting through three iterations. A classic on the sportfishing scene now, good examples can be had at compelling prices. A quick scan of the listings on Yachtworld.com showed 76 of the approximately 250 Bertram 46s built are currently on the market. They range from a low of \$109,000 for a fairly original 1977 model to \$395,000 for

a 1985 example with a full tower and custom dry exhaust.

Because most Bertrams have been treated like, well, *Bertrams*, it is worth knowing a bit about the history and evolution of the 46 before stroking a check for a boat that has more than likely seen many years of hard saltwater duty. After exhausting the available information online I contacted Lee Dana, who for many years was the

chief engineer at Bertram, including during the development of the 46 and her bigger sister, the Bertram 54. Mr. Dana is now a marine consultant and the man to see should you desire to repower any large Bertram, particularly the 46s, 54s and 60s.

Dana says the 46 was Bertram's first attempt to create a serious sportfishing boat larger than Bertram's iconic 31,



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DURIEU GROUPE

Bertram 46 Convertible (1971-1987)

LOA: 46'6" (14.2m)
Beam: 16'0" (4.9m)
Draft: 4'6" (1.4m)

Displacement: 44,900 lbs. (20,366 kg)
Fuel: 620/720gal.(2,347/2,725L)
Water: 230/246gal. (870/931L)
Designer: Bertram Yacht/Lee Dana

which launched the company in 1961. The hull tooling was begun in 1969, a time when production boatbuilders would hand-build their own tooling from plywood and door skin. This hull design was a bit of a departure from the 31's Ray Hunt deep-vee hull design; where the 31 had her revolutionary 23 - degree deep vee, tank testing showed the larger 46 would run best with a 19-degree transom deadrise. She was also given a wider chine and fewer lifting strakes than the 31.

The prototype 46 was completed in 1971. From an engineering standpoint the 46 represented many firsts for Bertram, according to Dana. One of the most significant of these was the use of split fuel and water tank systems which allowed the longitudinal center of

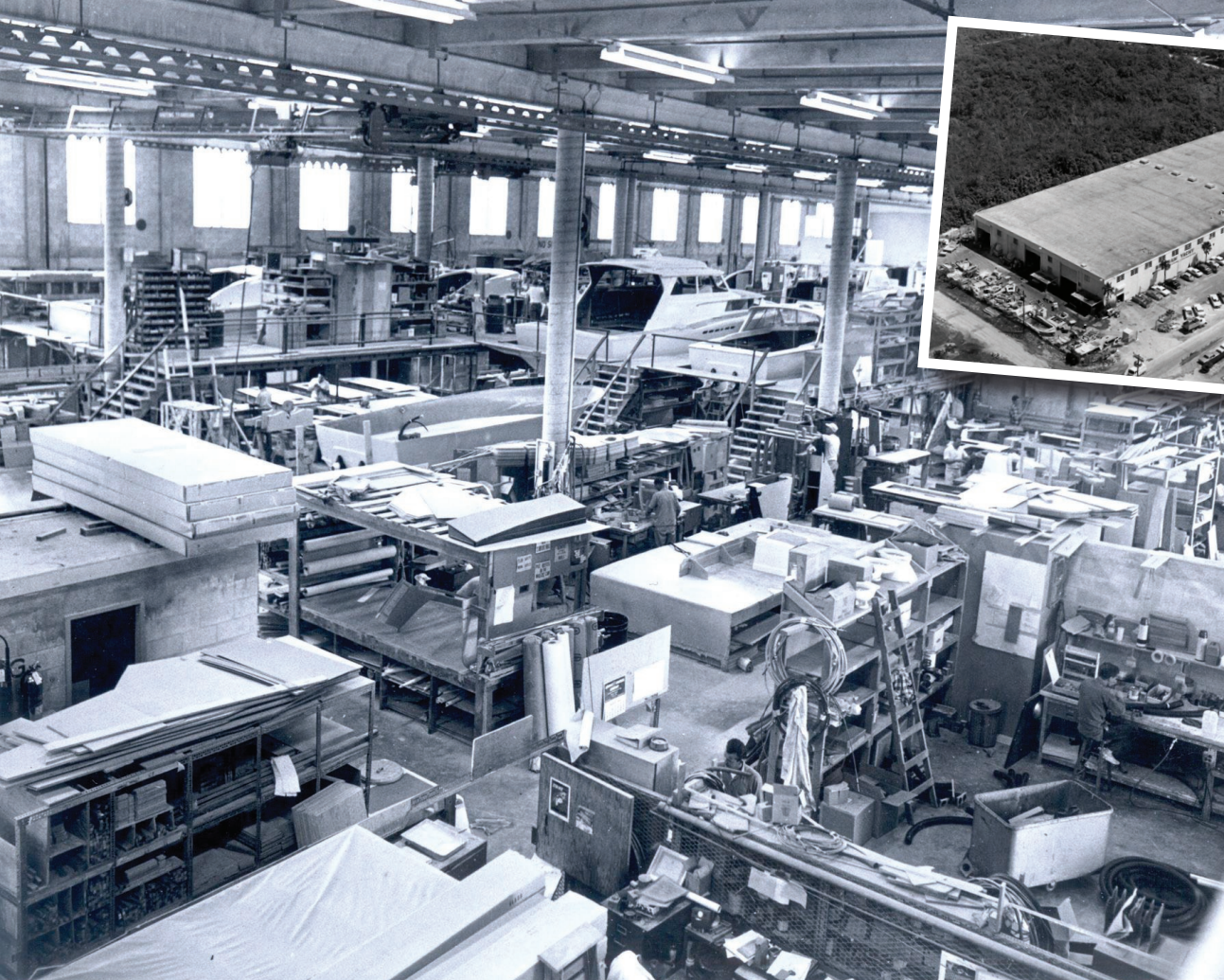
buoyancy to remain nearly constant as liquid loads varied. This balancing act helps keep the boat's attitude constant no matter the tank levels and was a direct result of Bertram's offshore racing experience with the 31.



The Bertram 46III galley-up saloon in 1983

Other firsts for Bertram in the 46: aluminum channel stringer caps in the engine room with built-up risers in way of the engine mounts, a 32VDC electrical system, a full tuna tower on the 1986 46III prototype and a centerline queen berth in the 46III's updated layout.

Originally offered with Detroit Diesel 8-71s producing 300hp (224kW) each, the engines' output rose twice to 400 and 435hp (298 and 324kW). The latter was the most popular choice until 1980 when the monster 8V92TIs were stuffed in the now-tight engine room.



Inside and outside the Bertram plant in Miami in 1970, when the 46 was being developed.



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Four arrangements were offered over the years. The original top, was a two-cabin boat with the galley down. A three-cabin became available in 1983 and an island queen berth in

The 8V92s gave 570hp (425kW) until 1985 when their output increased to 600hp (447kW) each. So equipped, the 46 will cruise at 21 knots and reach 24 knots wide open.

Dana remembers fitting the 8V92s in as “a nightmare”. A few clever ticks were devised, including two molded blisters in the boat’s bottom to accommodate the larger transmissions (a trick since copied by other sportfishing manufacturers).

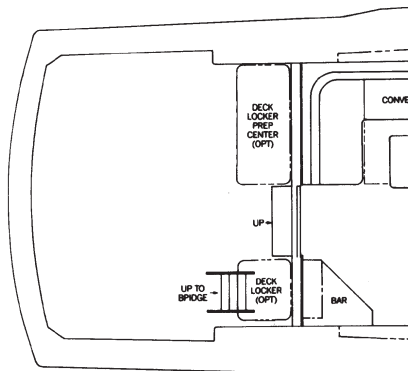
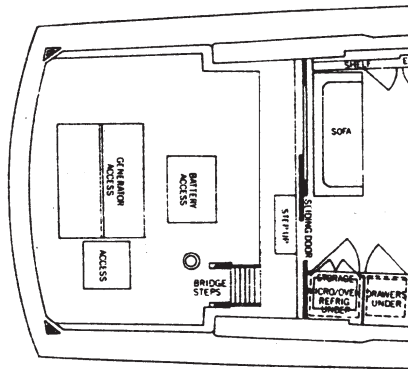
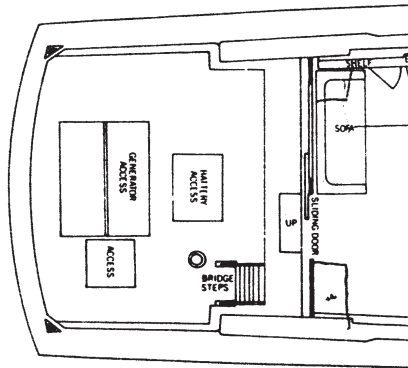
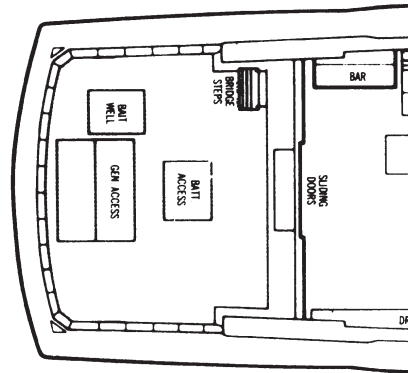
Aside from power upgrades, the Bertram 46 remained virtually unchanged until the early 1980s when a series of engineering improvements began. A single sliding saloon door replaced double doors in 1981. A fiberglass cockpit sole and upgraded teak interior came in 1982.

Lee Dana: “The 46 and 54 were the most profitable boats for Bertram. On the 46, we overshot the labor estimate in the initial pricing and never adjusted it back down.” A closer look at the pricing today reveals a good selection of listings in the \$180k-\$250k range. Expect to bargain and then throw

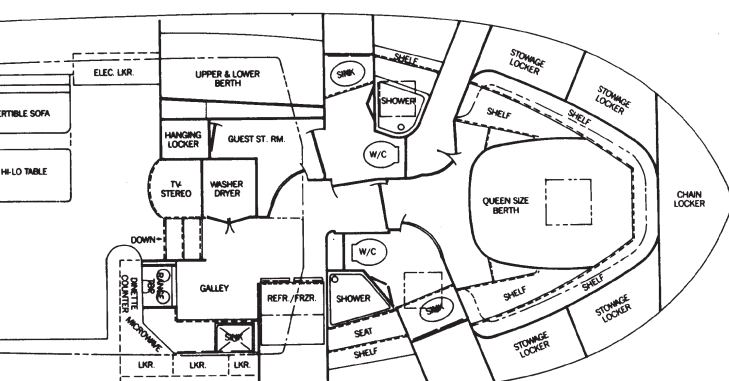
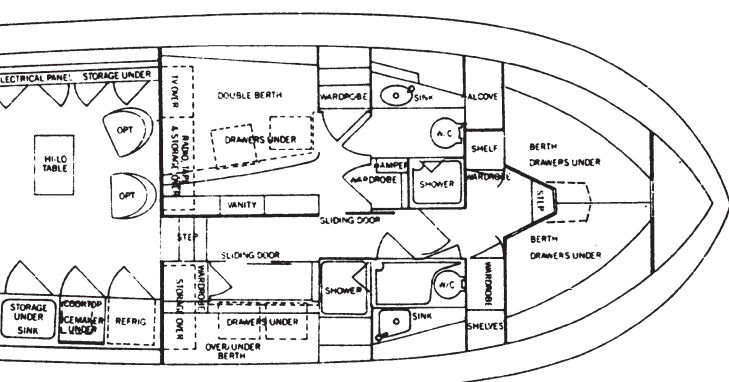
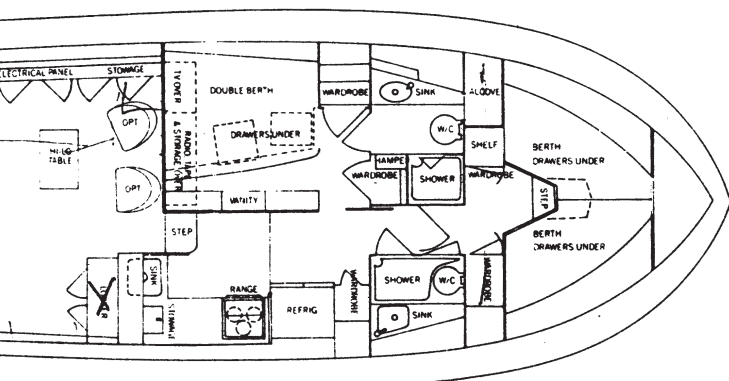
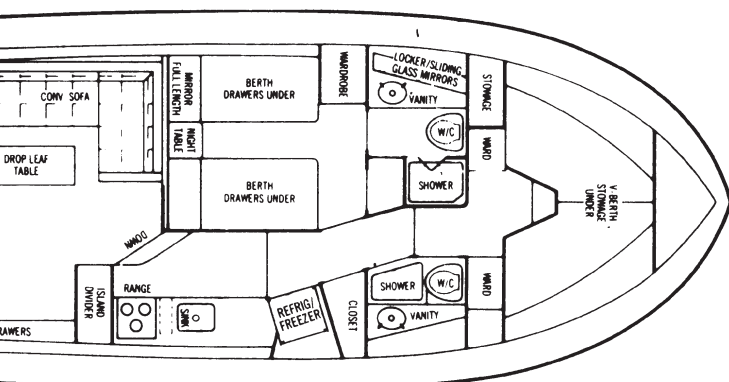


another \$50k at most of these boats to get a top-notch example.

After all, these are Bertrams. Their original owners didn’t buy them to baby them. They bought a Bertram 46 because the boat defined what a sportfishing boat should be then, and now.



al, shown at
cabin layout
1986.



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ANOTHER *Fine* MESS

The yacht once owned by Stan Laurel of Laurel in Northern California. In a stroke of luck, is reunited with the yacht after



Story: Steven Wynn
Photos: Lois Laurel Hawes
and Steven Wynn

*el & Hardy fame is restored to her former glory
her former owner's cherished onboard clock
r being found at a garage sale.*



The Seth Thomas "Mayflower" ship's bell clock, with its brass spoked bezel and resonant chime, was present from the beginning in 1926.



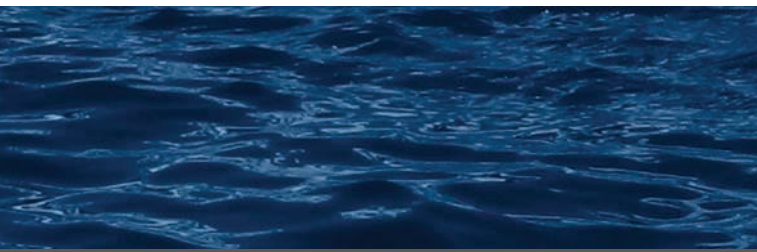
Time is a harsh and unforgiving master to wooden boats. It is the inexorable pull of the tide, a gravity of deterioration requiring constant vigilance and defense. Even a brief lapse in care may prove fatal. The body weakens; the inner light fades as the stories of life that filled an aging yacht's decks at her prime are forgotten. Survive this force of nature with grace, however, and the hands of the clock burnish an old yacht with beauty we know as "classic." Appropriate it is for the chime and tick of a ship's bell clock to resound within the hull, marking the beat of time like the heart of a Tin Man.



Virginia Ruth Laurel in 1936

The *Ida May* is a 46' (14m) wooden sport fishing cruiser designed and built by Hugh Angelman in 1926. Once the prized possession—and refuge—of the sad-eyed comedian Stan Laurel of Laurel and Hardy fame, she was renowned for her speed and refinement.

Sadly, that inner light was nearly extinguished when my best friend Bob and I found her in a covered berth on San Francisco Bay. As our restoration progressed, she teased us with glimpses of a bygone Golden Era of Hollywood, big game fishing and California yachting. Following is a tale of unexpected success, heralded by the



return, after 70 years, of her original ship's bell clock. What's more, an entire collection of rare Stan Laurel memorabilia – from his Key to Atlantic City, to his "SL" cuff links, to a Bible sardonically embossed "Rev. Stan Laurel" – was returned to Stan's only child, Lois Laurel Hawes.

Willard A. Van Brunt, industrialist and philanthropist from Horicon, Wisconsin, retired to California with a fortune in 1918 and spent the remainder of his long life fishing the waters around Catalina Island as a member of the famed Tuna Club of Avalon. He commissioned the *Ida May* and celebrated her launch in the spring of 1926. The Seth Thomas "Mayflower" ship's bell clock, with its brass spoked bezel and resonant chime, was present from the beginning. It was there to mark Van Brunt's inauguration as President of the Tuna Club in 1927 and again to strike the bells when he hosted Herbert Hoover and Hoover's son that summer for a fishing competition. It surely rang when a young author, Ernest Hemingway, landed his swordfish after a lengthy battle.

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Stan Laurel, at the pinnacle of a prolific comedic career, was overtaken by the fever of big game fishing but had no yacht of his own.



In 1935 the clock struck a somber tone one morning in May when 88-year-old Van Brunt slipped aboard and fell, breaking his hip. He passed away within the week. Having never married, he left no immediate heir. Stan Laurel, at the pinnacle of a prolific comedic career, was overtaken by the fever of big game fishing but had no yacht of his own. He quickly secured the *Ida May* from Van Brunt's estate and re-christened her *Ruth-L* after his beautiful wife, Virginia

Ruth Laurel. Stan was ever in pursuit of a "button" fish to enable his entry into the Tuna Club. The diary of Stan's father, Arthur Jefferson, documents his success on August 15, 1935:

At last Stan's luck is in!!!! – he caught a huge Tuna, weight 171 lbs.! Took him 45 minutes to land it. We went to pier, watched its weighing, etc. Great rejoicing! Stan now secures the coveted Tuna Club button, the ambition of all fishers.

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*Stan Laurel's clock
still chimes today.*



Lois vividly remembers sitting on the cabin top as a child, reclining against the windshield. She reminisces of sitting in Oliver Hardy's lap as he sang "Harvest Moon." As close to her as a second father, "Babe" preferred golfing to fishing and yachting. Stan joked that it was just as well, for "we can't see the boat when Ollie get's on!"

As the clock chimes every quarter hour, no doubt it rang as Stan pumped the rod and brought that trophy catch to gaff. Thus commenced years of joyous entertainment, a few Stan Laurel pratfalls (like reeling in a suitcase, getting hopelessly stuck in a kelp bed and colliding with a pod of whales), and valued respite from the madding crowd of Hollywood.

After his divorce to Ruth in late 1938 (they married and divorced three times over the course of their tempestuous relationship), Stan sold the yacht and all its gear. The only item he removed was the clock. He never owned another boat. Years later, he sat at his typewriter daily, generously answering each of the many fan letters he received. Next to his typewriter was

As the clock chimes every quarter hour, no doubt it rang as Stan pumped the rod and brought that trophy catch to gaff. Below: Tom & Jerry creator Fred Quimby, Dorothy Hope, Virginia Ruth and Stan Laurel.

his Lifetime Achievement Academy Award and the clock, its comforting chimes reminding him of his days on the ocean playground and the yacht he cherished.

After Stan's death in 1965, the clock, the Oscar and many other items were lost from the family, seemingly forever. Then about 20 years ago, Captain Carl Fisser, known to his friends as "Fizz," stepped onto the Santa Monica lawn of a woman named Barbara. Fizz is a veteran treasure hunter, with salvage operations including



the wrecks of the Santa Margarita and the galleon Concepción. Fizz and his company, the Spanish Main Treasure Company, also have sole custody of the Taj Mahal Sunken



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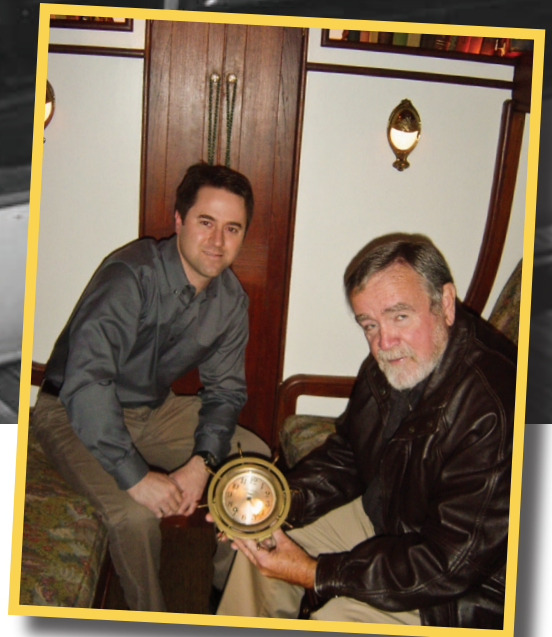
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Below: Laurel and friends onboard Ida May Inset: Carl Fisser, right, with the author handing the clock over in the main saloon.



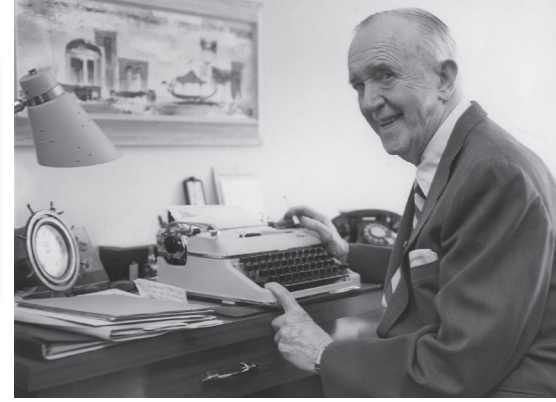
Treasure, discovered by a team of divers led by Arthur C. Clarke off the coast of Sri Lanka. On this particular afternoon the treasure he found in Barbara's yard sale was far more mundane. He purchased a vintage enameled bedpan—apparently they make kitsch planters. As he turned to leave, Barbara said “That used to be Stan Laurel's, you know.”

A treasure hunter knows when he's close to the 'X' on a map and this lifelong Laurel and Hardy fan's interest was piqued. It turned out that Barbara was a nurse's aide to the Laurels at the end of their lives; Fizz had just chanced upon an entire collection of Stan Laurel's personal belongings, including the

clock, and he quickly acquired all that he could.

Fizz recognized the importance of the items and recently became concerned about their fate after his own passing; he feared yard sale oblivion. As fate would have it, a Laurel and Hardy fan club member found an old e-mail from Fizz mentioning the collection and contacted us. After a brief correspondence, Fizz boxed up everything and shipped it all to two men in California he'd never met. The following January, Fizz and his wife visited the *Ida May* and held the clock one last time, satisfied at the reunion of the pair.

Right: Stan Laurel and his cherished clock in the early 1960s.



We then joined them in Los Angeles to meet Lois at her home. We sat around a heavy oak dining table in leather-upholstered chairs that once belonged to Stan. Indeed, he might have been sitting there still as Carl presented the collection to Lois, one item at a time. She turned each over in her hands slowly, searching for a memory, recognition or sign. We watched intently, as if expecting Stan's spirit to be channeled in a Victorian séance. Some were obscure, others immediately profound

to Lois. When she received the Diabetic Alert necklace that her father wore every day until his death, she held it to her chest and with a smile resembling her father's exclaimed, "It gives me chills!"

The *Ida May* shines a little brighter today also, and with a few turns of a key, her brass heart beats strong and true once again. Yes Stan, the old chimes are comforting indeed.

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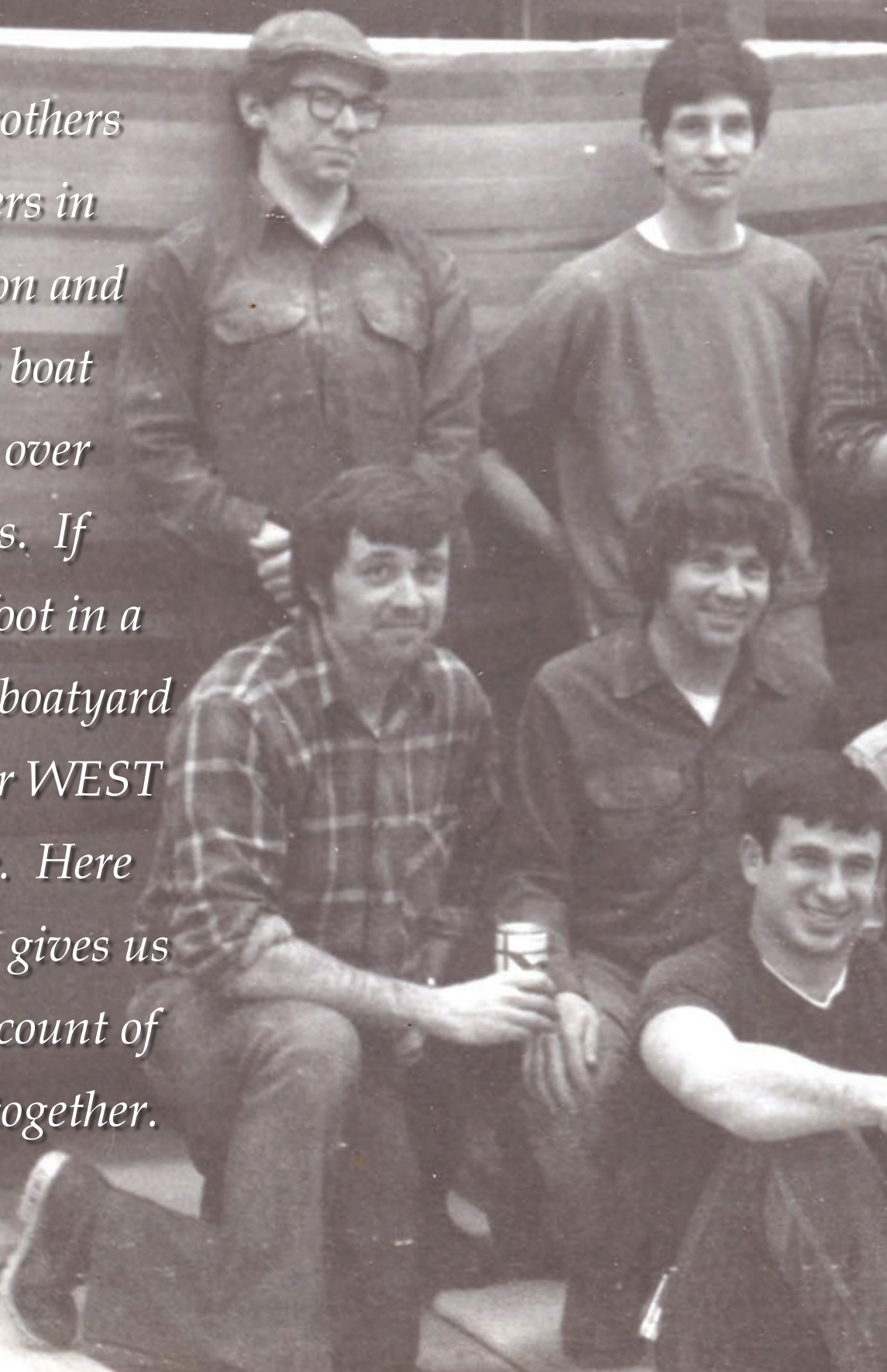
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BOATBUILDING

How
WEST S

The Gougeon Brothers have been pioneers in epoxy formulation and epoxy composite boat construction for over twenty-five years. If you've ever set foot in a ship's store or a boatyard you'll know their WEST System by name. Here Meade Gougeon gives us his first-hand account of how it all came together.

**Story & Photos:
Meade Gougeon**



How the Gougeon Brothers and the System Changed Wooden Boatbuilding

Building Golden Dazy in 1975. Back: Jim Gardiner, Tom Taylor, Meade Gougeon, Craig Blackwell. Front: Joel Gougeon, Jan Gougeon, Norm Baker, J. R. Watson.



Jan clamps the foam/carbon deck skin to the hull with drywall screws and plywood blocks.

BOATBUILDING

Our early years of trial and error in boat construction planted the seeds for the eventual development of WEST System Epoxy products and the knowledge base for using them properly.

It began after World War II when boats were hard to come by. My brothers and I were growing up on Lake Huron's Saginaw Bay, and took to building our own boats. Our first attempts were crude and leaky but we progressed to better fitting parts held together with bronze Anchorfast nails and Weldwood glue. Later, some of the newer resorcinol adhesives offered better gap-filling properties that improved overall bonding capability, but we still had to rely on fasteners to hold together our structural components.

By the early Sixties Detroit's automotive patternmakers were switching from resorcinol glues to epoxy adhesives to laminate pattern stock because the epoxy required less clamping pressure. One pattern-

maker, Victor Carpenter, became enamored with this new bonding potential and used it to build a small sailboat. His project

turned out so well that he gave up patternmaking and became the first professional boat builder to use epoxy, along with traditional fasteners, to assemble wooden boats. In 1959 at the age of 14, my youngest



brother, Jan, began working for Vic after school and on weekends. He helped Vic build several boats including an S&S 37-foot keelboat. The things Jan learned from Vic at an early age provided a significant boost to our later work in boat construction and epoxy development.

After graduating from college in 1960 I moved to Kansas City and began making a living as an industrial salesman. I lined up a local source of epoxy, then designed and built a Sunfish-type 14' sailboat. My goal was to eliminate the use of fasteners. The results were disappointing;

Left: In early 1970, Adagio under construction in a small boat shop on Sophia Street in Bay City, Michigan.

several of the bonded joints failed. The problem was an inappropriate epoxy product compounded by lack of experience. But even then, the revolutionary potential of epoxy technology was clear. Over the next several years Jan and I would work hard to learn as much as possible about epoxy-bonded joinery. Our goal was to eliminate fasteners in wooden boat construction.

Over thousands of years, wooden boat building had evolved to become totally reliant on fasteners to hold together the parts that form a boat. The problem with this traditional method is that even the best designed joints can transfer only 25% of wood's ultimate strength. To accommodate joint inefficiency, wooden boats of the past were heavier than necessary. Wood's real potential became evident during World War II

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BOATBUILDING

when hot-molded laminate made with veneer and resorcinol glues under high pressures proved stronger than metal.

A good example of this is the all-wood de Havilland Mosquito bomber—still one of the lightest airplanes ever built for its horsepower rating. It has long been known wood can be a superior engineering material if the joint problem can be overcome.

But the Mosquito bomber needed a minimum clamping pressure of 125 psi to keep it all together. This was done at a huge cost both for tooling and labor, which could be afforded only during wartime when metals for building planes were in short supply.

When it became apparent epoxy had the potential to eliminate this burdensome requirement of massive clamping pressure, it seemed possible to completely bond large wooden structures efficiently and at a low cost. The prospect challenged our imaginations and led us down a path of trial and error over the next ten years, culminating in the building of the trimaran *Adagio*.

Launched in 1970, *Adagio* was the first large, all epoxy bonded and sealed wooden boat built without the use of fasteners. Jan and I built her in just six months. This summer, *Adagio* begins her 43rd season and will again be a serious contender in the Great Lakes Mackinac regattas. *Adagio* is proof that fully bonded, wooden monocoque structures can be built within cost and time constraints and last for generations.

The trial-and-error projects leading up to *Adagio* included a series of five racing trimarans and numerous DN iceboats. Our goal for each of these projects was to build the lightest structures possible. We wanted to produce race-winning boats. Our emerging wood/epoxy technology quickly developed an advantage over the best fiberglass technology of that time. By continuously pressing the edge of material performance, we learned from both success and failure.

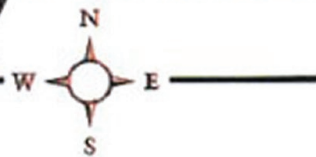
The DN iceboat, with its highly loaded components continually operating at strain rates just short of failure, proved to be an excellent test bed. Many broken masts and runner planks put us on a fast-track learning path to understand what

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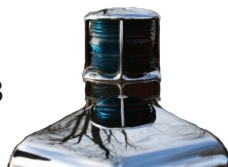
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BOATBUILDING

was possible and what was practical in wood/epoxy composite construction.

In 1969, with this crucial knowledge in hand, we began building DNs as our first product and would sell more than 200 iceboats over the next five years.

The epoxy system we were using worked well as an adhesive, but was difficult to apply as a coating. Where we really got lucky in our quest for epoxy technology was to be located 17 miles east of Dow Chemical Company's world headquarters. Dow and Shell chemical companies were the major base-epoxy suppliers in the US, having imported the technology from Germany in the mid 1950s.

Herbert Dow, grandson of the company's founder, was an avid sailor who we introduced to ice boating. After seeing what we were up to, Herb made it possible for us to work with several chemists in Dow's epoxy lab to help us develop epoxy resin and hardener that could work as both an adhesive and a coating.

We were now seriously into both bonding and sealing wood with epoxy. Our goal

was to solve one of wood's most difficult problems: its tendency to absorb moisture and swell. It was well known in the industry that epoxy-based technology had the potential to create a formidable moisture barrier. With Dow's help we developed the formulations that became the basis of the WEST System group of products introduced in 1971.

Our brother Joel returned from Vietnam with money he'd saved during his four years in the Air Force, arriving at exactly the right time to invest in our fledgling business and help us start a new business venture selling our epoxy.

We worked hard those first months, setting up production facilities and developing packaging and labels. But looking back, this was actually the easy part. Far more difficult was adequately educating our new customers on the proper metering, mixing and applying of the various



Below: DN iceboat production was in full swing in the Martin St. boat shop in the early '70s.

components of the new WEST System product line. Having worked with epoxy over the previous 10 years, we'd assumed it would be as easy for the average customer to understand as it was for us.

Instead, we found ourselves spending a good portion of our time on the phone

explaining how to use the products, or providing tours of our shop to visitors who wanted to witness this revolutionary approach to using wood as engineering material.

In 1972, we introduced the first WEST System

Technical Manual to help our customers understand our products, which were like none other on the market. We expanded the manual over the next several years, focusing on answers to questions our customers commonly asked. We later published other, more project-specific manuals including *Wooden Boat Restoration & Repair* and *Fiberglass Boat Repair and Maintenance*. We also wrote *The Gougeon*

Brothers on Boat Construction, a definitive work on cold-molded construction with wood and WEST System materials, now in its fifth edition.

The growing demands of our epoxy business made it difficult to continue our one-off and production boat building operations. We discontinued building boats in 1993, but the boat shop we began in long ago is still in operation. Jan and I have come full circle. I like to think we "succeeded" our way back to the boat shop, where we build our own boats for the pleasure of it and are still discovering new things about processes and materials.

Last summer, Jan launched *Strings*, a 40' trailerable, self-righting catamaran he designed and built. I have been playing with small boats, mostly sailing canoes. And of course we both are still into iceboats, which is our first love. We supposedly are retired, but I think we are still doing research and development, just as we did in the years leading up to the introduction of WEST System products.

www.westsystem.com

ACROSS THE POND

Story: Rob Melotti

If you want to take part or be successful in sailing, then having a disability is no obstacle. Sailing is one of the most accessible sports for disabled people to participate in and is also one of the only sports where people with disabilities can participate on equal terms with able bodied people.

RYA Sailability is the charity of the Royal Yachting Association which offers people who think they can't even get on a boat, let alone sail it, the chance to have a go.



*News from the
Royal Yachting
Association*



RYA Sailability **Making sailing accessible to all.**

**GONE
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ACROSS THE POND

There are over 200 sites for disabled sailing throughout the UK encouraging and supporting thousands of people with disabilities to take up sailing, a large proportion of whom (over 40%) having learning disabilities.

Sailability clubs have hoists, launching ramps, specially adapted changing rooms and qualified instructors. The equipment is specifically designed to meet disabled people's needs from the accessible pontoons and jetties to the boats.

RYA Sailability Manager Debbie Blachford has just one vision for the program; bring more local sailing opportunities to disabled people. But she could never have imagined just how global 'local' would be within 15 years.

"What we've managed to do is create a family, a culture that once people have that first experience they want to stay involved," she explains. "It's as much about the social aspect as about the actual sailing, which is important as it keeps volunteers involved too.

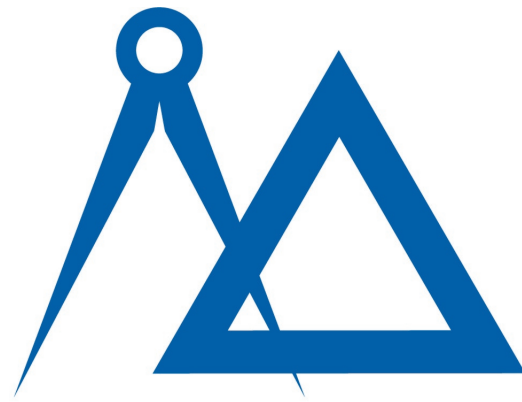
"There are some 9,000 people, both

able-bodied and disabled, who provide Sailability volunteer support, whether it's helping someone into a lifejacket, making tea, rigging a boat or getting boats and sailors in and out of the water, and they're at the heart of everything we do. It's a real partnership between the sailors and the people who make the activity happen."

With RYA Sailability now the world's biggest disability sailing organization, Debbie is determined to make sure as many people as possible, regardless of type or severity of disability, have the chance to discover what sailing could do for them, and when they do attend Sailability sessions, they have the best experience, on and off the water.

Key to achieving this is Sailability TV (www.ryasailability.tv) which was launched in 2008 to inspire and educate groups, sailors and non-sailors alike on what is really going on out there and how to get involved.

Sailability's Facebook page has well over 1,000 regular users and the new Sailability talking iPhone app is an



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ACROSS THE POND

even more convenient way for disabled people to discover sailing.

“Sometimes it’s just about getting people outside their front door,” Debbie continues. “Everyone communicates in different ways; texting is invaluable to deaf people while people with visual impairments need more audio. Facebook has also enabled us to communicate directly with individuals across a huge range of disabilities.”

Attitudes to the inclusion of disabled people in sport are forever changing but one of the biggest barriers to disabled sailing can be the concerns that non-disabled people have. The barriers that these concerns create are often born of ignorance and apprehension, but most significantly from a lack of awareness.

With this in mind, RYA Sailability’s Disability Awareness Training program has been created to help to change attitudes and awareness throughout the sailing community.

The course provides practical advice and understanding to those who work alongside disabled sailors and presents



the opportunity to learn and ask questions in a safe environment.

“By alleviating fear of disability and imparting knowledge, the course aims to encourage helpers to become involved and to enjoy their involvement to the full. Importantly, training also improves the quality of that very first experience for both sailor and helper alike” explains Debbie.



One of the biggest success stories has been the RYA Sailability Multiclass Regatta which takes place annually each August. Now in its sixth year, this is the only event in the world which offers inter-class racing for disabled sailors. The regatta is open to all racing sailors with disabilities who race in the following classes; Access, 2.4mR, Challenger, Sonar, SKUD, Artemis and Laser Stratos.

The event is organized and funded in part by RYA Sailability. "The basic thinking behind the weekend is to get more people involved in the sport and also showcase how exciting it can be" Debbie explains.

"Each year we are getting more entries and last year we welcomed competitors from as far afield as Holland, France and Canada. I think there were around 65 boats and 150 entrants, so you're looking at a pretty big event which provides a great opportunity for disabled sailors to test themselves against the very best."

Wilma van der Broek, who travelled to the Regatta from Norway sailing in the Access Liberty fleet, was crowned as the

2011 overall multiclass champion and the winner of the Ken Ellis Trophy.

Wilma said: "I am very surprised and couldn't believe it when I heard I was the first person of the day. It was well worth the long journey".

A full day of class racing takes place on the Saturday, followed by an evening regatta dinner, as well as spot prizes for the day's notable performances. General handicap racing taking place throughout Sunday and the weekend culminates with prize giving presentations for the top boats in the class and handicap races.

The Sailor's Story

The story goes that Monique Foster discovered Sailability completely by chance after driving past Bury Lake in Rickmansworth where Colne Valley Special Sailors (CVSS) were practicing.

Two years later and Monique, who has multiple sclerosis and has also battled CMT - an inherited neurological disease - since birth, was a 2010 Access Class World Championship silver medallist.

ACROSS THE POND



She didn't set out to win medals; simply falling in love with a sport she says gave her a sense of freedom. But a natural flair for making boats go fast didn't go unrecognized by CVSS chairman, Peter Hammond, who encouraged Monique to enter the 2008 UK Access Class Championships. She hasn't looked back.

"Sailing's the best thing that's ever happened to me," she explains. "Once you're on the water you compete on a level playing field with everyone else. If you have any doubts you may not be able to sail a certain boat, when you see someone else sailing it all that doubt goes.

"It's sailors inspiring sailors. I've met so many people who have made me think 'If they can do it so can I'. Everyone also seems to do so much more than just sailing, I'm so busy!

"What Sailability does to cater for everything every individual's needs is incredible. Activity at the groups is so well organized and what the volunteers do to enable us to sail

and race is amazing. Wherever you are you're always made to feel really welcome. It's completely changed my life."

The Sailability Group:

When Blackwell Sailing moved into a new purpose-built, two-storey center on Lake Windermere this year it marked the latest chapter in the remarkable 18-year tale of this Cumbrian Sailability

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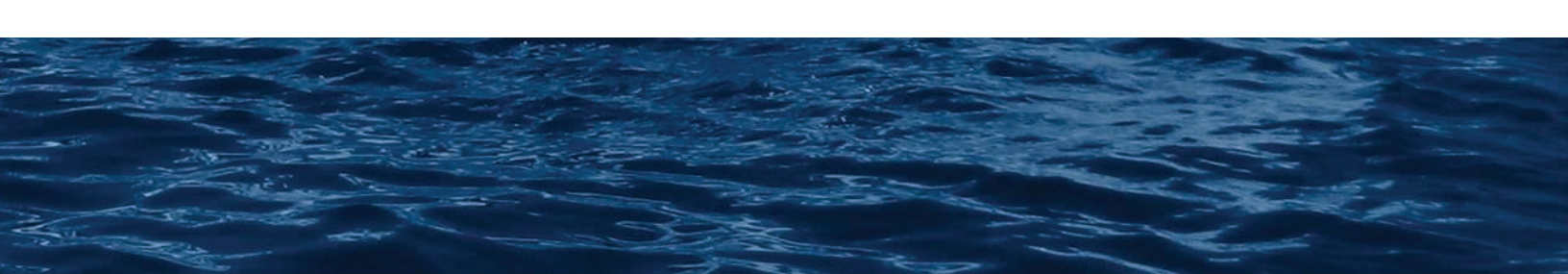
group.

It started simply as a will to get people with learning disabilities from a local day center onto the water, with one donated GP14, based at a boathouse with no electricity or running water, to support activity.

However, such was the demand from local day centers and special schools

that Blackwell Sailing gradually evolved until in 2007 the group became the RYA's North West Sailability Centre of Excellence.

This season alone 200 people, from a range of local learning and physical disability charities, schools and a college, have attended sessions at Blackwell with two-thirds of these regular sailors. Some 35 invaluable



local volunteers, both able-bodied and disabled, underpin activity with Blackwell now owning six boats.

Blackwell Sailing founder and manager David Hall says: “We’re a bit different to other Sailability groups in that we’re not part of a sailing club; we started with the people and the facilities came gradually as demand increased.

“We’re extremely fortunate to have this wonderful, safe stretch of water

and frequently we see people even with the worst behavioral issues get out on the water and chill out. Some may not be able to learn many skills but it doesn’t matter. Just being able to give people the chance to do something they wouldn’t normally be able to do, and seeing their faces light up, is incredible.”

For more information about RYA
Sailability visit:

www.rya.org.uk/programmes/



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INTHESTREAM

**Story & Photos:
Tammy Kennon**

Clank, clank, clank, clunk.

The anchor chain piled up on the bowsprit, and the electric windlass that was pulling it chugged to a screechy stop. I was hunched over the bow in the glow of a Beaufort, North Carolina sunrise, certain I was doing something horribly wrong. I glanced around nervously, wondering if there was enough light for anyone to see me bungling this simple task.

Novice sailor Tammy Kennon thoughtfully examines a cruising life's learning



I was now playing a maddening game of hide and seek when I needed something. The exact path of the radar cable from the mast to the cockpit? No problem. Toilet paper? No idea.

It was October 2010, and I was a five-day-old, self-conscious cruiser. I was in the midst of a hands-on lesson in windlass operation, and I was failing.

What I didn't know is that the anchor chain had simply piled up in the locker, needing only a nudge to spread out and allow the chain to flow, and the windlass to whirl into life once again.

My husband, Chip, and I had left our home slip in Manteo, North Carolina, on a flood tide of emotions: exhaustion, extreme joy, nervousness, nostalgia and a hint of fear. We had finally gnawed through the iron grip of the land, completed our five-year plan to sell everything and sail away. Destination: turquoise waters.

We had done our homework: thirteen years of sailing in the Albemarle Sound in the Outer Banks; chartering in the BVIs; and reading piles of sailing literature. We both had successful careers. We had designed our own house and opened a wine shop, selling both to fund our sailing habit, but when we stepped from the dock to the boat, we were no longer seasoned professionals. We were awkward plebes.

The last months we had spent feverishly refitting our newly acquired Island Packet 380, Cara Mia. We had hauled her out to paint the bottom and wax the hull. We had installed solar panels and new electronics, worming our way through hatches pulling and securing wires. We had sorted through boxes of stuff deciding what to take onboard and what to leave behind. I had spent hours arranging and filling the hatches with spare engine parts, canned chicken, paper towels and flashlights.

By the second day underway, I realized that even though our gear was safely stowed, I was now playing a maddening game of hide and seek when I needed something. The exact path of the radar cable from the mast to the cockpit? No problem. Toilet paper? No idea.

I had been thrilled to leave land life and its dull routine behind, but once we were underway, I craved a new structure. Sure I wanted to know where to find the corkscrew, but, more importantly, who was responsible for charging the handheld radios? Who was monitoring the weather and tides? Who was checking the fuel gauge, and monitoring the batteries?

As our navigator, I pored over the guidebooks, putting little sticky notes in the chart to warn us away from hazards that generally failed to materialize.



I ran the chain out and back in a few times, then: the glorious moment of realization. I knew what was wrong, and, more good news: it wasn't me.



We were learning to live by our wits - and wit. As navigator I pored over the guide-books, putting sticky notes in the chart to warn us away from hazards that generally failed to materialize. It was usually something entirely unexpected that lurched up to surprise us, a temporary mark, a historic, run-call-yer-mama low tide, a dolphin spewing noisily beside the cockpit or that windlass clanking to a halt.

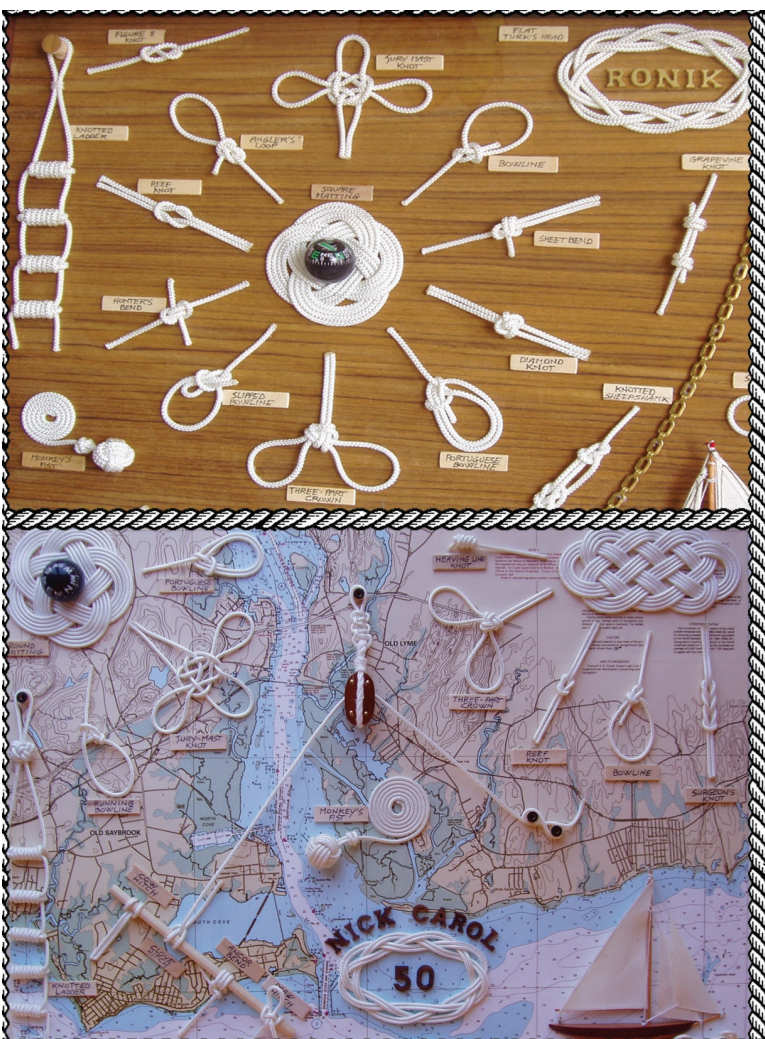
When we reached Beaufort, the adrenaline of leaving home and the frenetic stress of land life had started to seep out the tips of my fingers. Standing on the bow with that pile of heavy chain at my feet, I took a deep breath and the time to puzzle over what was happening. I ran the chain out and back in again, then: the glorious moment of clarity. I knew what was wrong, and, more good news: it wasn't me.

Running back to the cockpit and down below, I scrambled into the bed in the v-berth, while Chip watched from the cockpit, surely thinking I had given up all hope and gone back to bed.

I opened the anchor locker and clawed the wet chain toward me, allowing the chain to come running into the locker. I emerged triumphant, a conqueror, ready for the next adventure on my quest for turquoise waters.

Writer, journalist and avid traveler Tammy Kennon was born in Roswell, New Mexico, where she pretended the willow tree in the backyard was a sailing ship. Now she travels aboard her real sailing ship and writes about it at ploddingINparadise.blogspot.com.

She has been published in the New York Times, Washington Post and, most importantly, Classic Yacht Magazine.



Nautical Rope Design

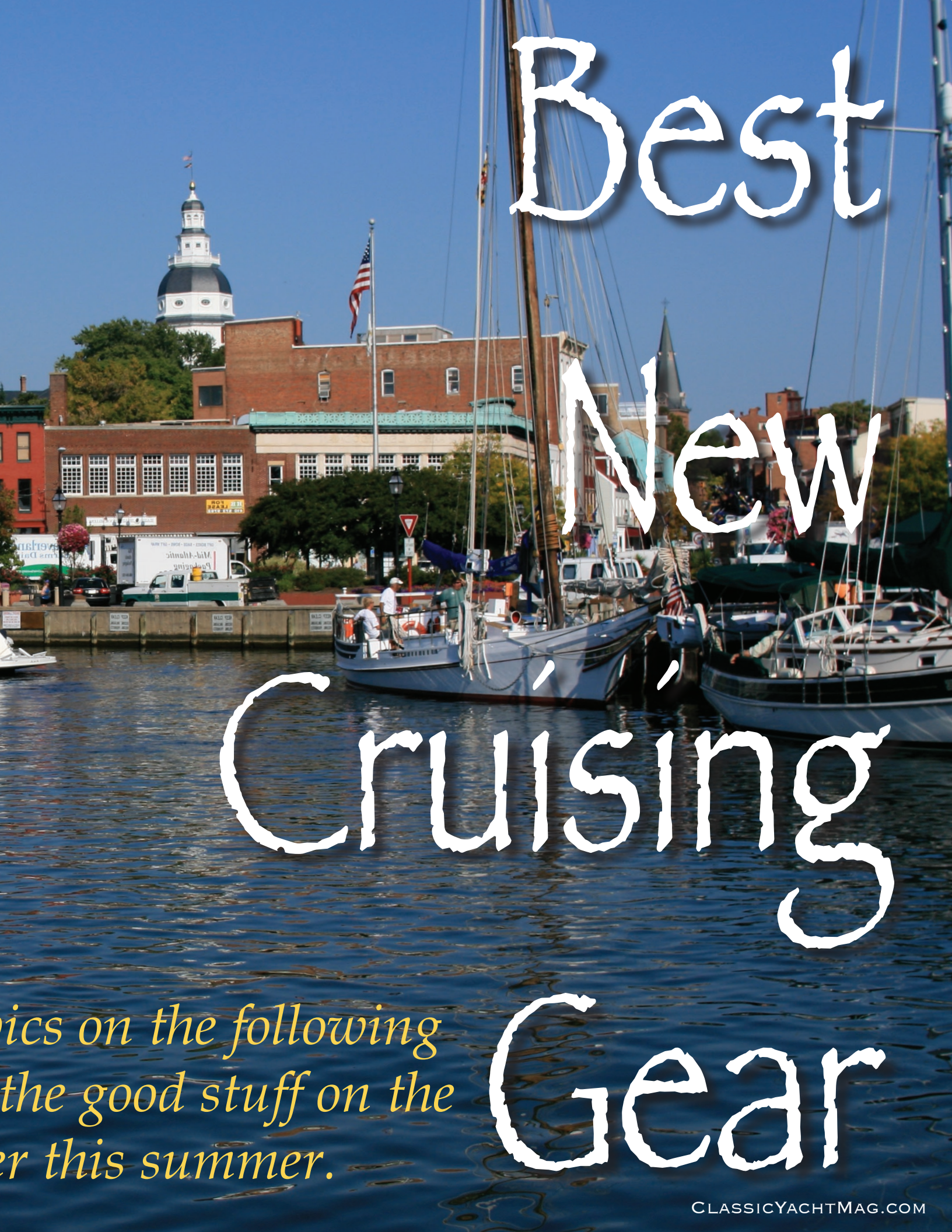
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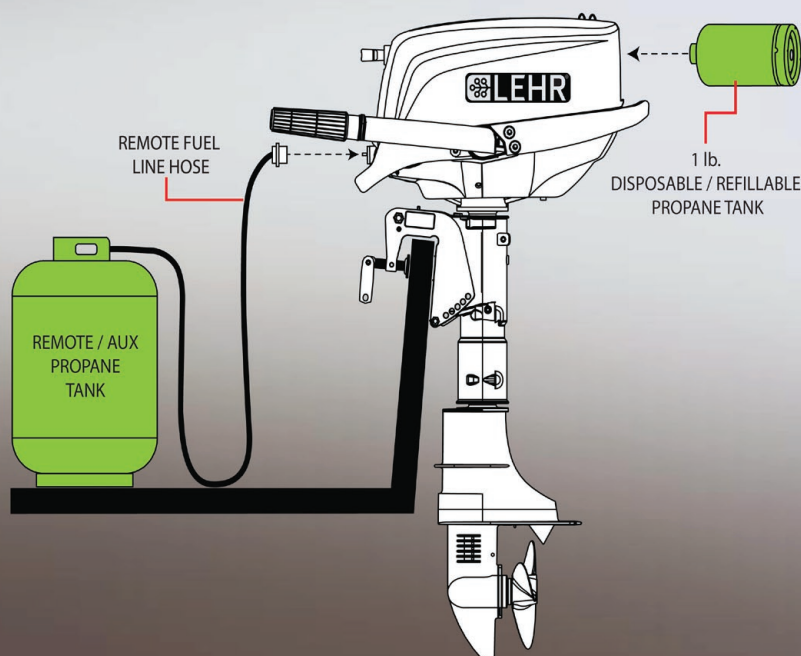
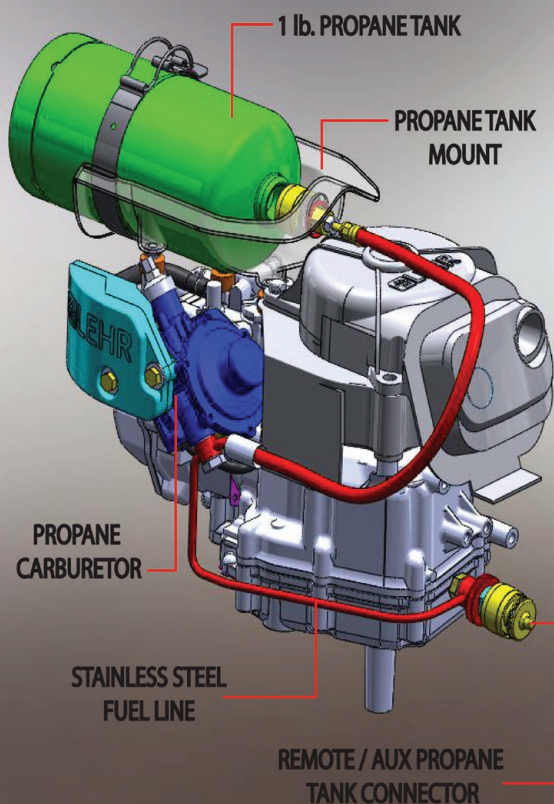
Best
Cruising

Lehr, the company that patented the use of propane canisters to fuel small engines has announced the world's first OEM marine outboard engines that run on propane.

The Lehr propane outboards are available to consumers at an overall cost of operation lower than current gasoline powered models, according to the company. The first two

engines are 2.5hp and 5hp with higher-power models to be released in the future.

Propane is an American-sourced fuel that does not "go bad" with time, avoiding the fuel related-carbureted maintenance and repairs associated with ethanol added fuels.



Sailor's Night Vision Cap: *The power to see in the dark*

We all know it is critical to maintain your night vision when navigating in the dark. Any direct white light can suspend your eyes' natural adjustment to the night for up to 45 minutes.

The Sailors Night Vision Cap has two red LED lights under the brim to provide task lighting while maintaining your night vision. They are angled downwards to light up your focused area without having to crane your head and neck down. There are also two white LED lights under the brim that are useful in illuminating duties

needing clearer viewing. But the two white LED lights under the brim will not blind a crewmate when addressing them since they are angled down and under the brim. A pair of powerful white LED lights are also on the edge of the brim that project over 60 feet. These are very useful for sail trim checks, clearing the deck or spotting buoys.

All these needs are controlled by one button on the right side under the brim for red lights and one button on the left side for white lights. Simply click the button on the side for the lights you want, when you need it.



SailorsNightVisionCap.com

First-hand testimonial from Classic Yacht Magazine's undercover product tester:

"I have to admit, the hat is pretty good. For years I have fumbled around with head lamps dealing with their bulk, poor alignment, general clumsiness and the "geek" factor of having that contraption on your head. With this hat most people never realized I was wearing a flashlight hat and when in use, it is perfect. No need for adjustment, doesn't fall off my head when poking around in the bilge, has several illumination settings to cover the gamut of needs. In short, this is a cool, easy access, hands-free light option."

Sea-Tow App

Slick, free, multi-purpose digital tool

Best
Cruising

Available for free download by iPhone and Android smartphone users regardless of whether or not they are Sea Tow Members, this new tool offers a host of functions combined in a single marine app.

Sea Tow App users have access to up-to-date marine weather forecasts, alerts and radar; tide tables and graphs; GPS location, speed and heading; and a link to 24-hour on-water assistance.

The Sea Tow App's many functions include:

Weather: This function provides current conditions including wind speed, direction and gusts; daily marine forecast with visibility, barometric pressure, water temperature and sunrise/sunset; weekend forecast, and

seven-day forecast. Users can display this information for their present location and also for up to seven additional locations in the Continental U.S.

Tides: The Tides function draws data from 3,800 U.S. tide stations. When GPS-enabled smartphone users have the phone's "Follow Me" function turned on, the app automatically will find the tide station closest to their current location.

GPS: The "helm" screen provides a graphic representation of a compass and speedometer that display the user's true and magnetic headings, SOG and COG.

24-Hour Assistance: The app supplies the caller's lat/long position to Sea Tow assistance specialists.



Raymarine RayView

Stream your nav display to your phone



Well, this is cool. Raymarine's new C-Series and E-Series displays have wifi functionality, which now allows owners to stream the display data to an iPhone or Android via Raymarine's free app.

With C-Series or E-Series and RayView you get the convenience of having a portable repeater system in your pocket. Simply download the application, connect your device to the MFD's wifi network, and stream charts, sonar, radar and thermal night vision from anywhere onboard, right in the palm of your hand.

The RayView app is free and is available for immediate download in the Apple

iTunes Store and the Google Play Android Store.

RayView for Android:

<https://play.google.com/store/apps/details?id=com.raymarine.RayView>

RayView for Apple iOS:

itunes.apple.com/us/artist/raymarine-uk-limited/id456592425

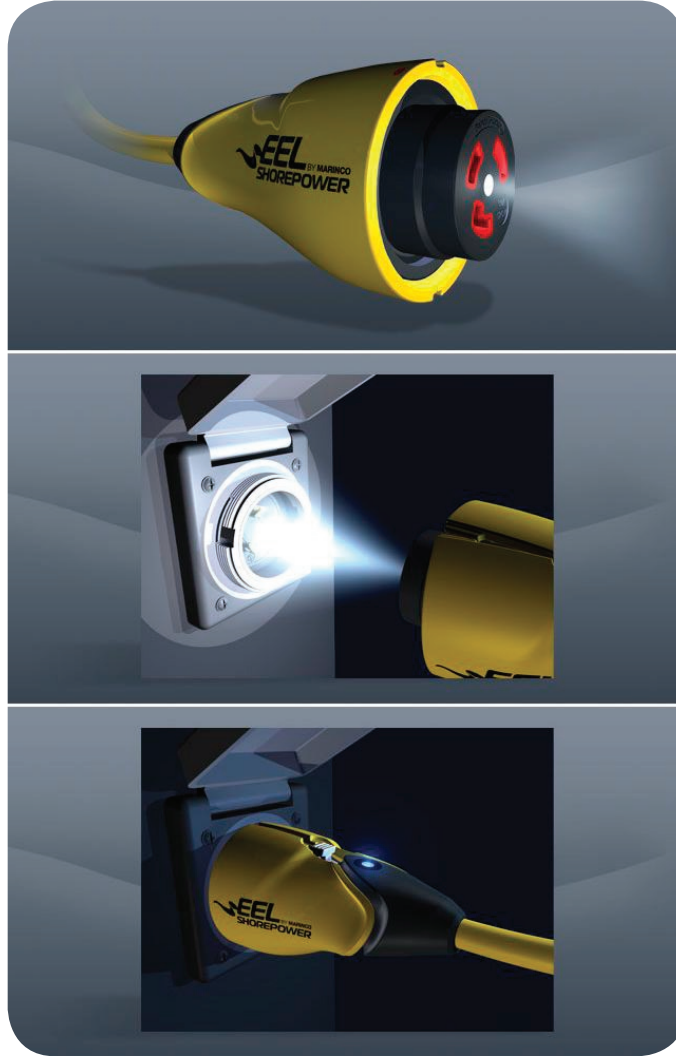
RayView is compatible with Android smartphones and tablets running version 2.2 or higher, with 1GHz or faster processors and with iPhone 3GS or newer, iPod Touch 3rd generation or newer and iPad running iOS 3.2 or later.

Marinco EEL

No more shorepower locking ring

Best
Cruising

Broken rings, cross-threaded rings, or no ring at all have been a problem when trying to create a weather-tight seal for shore power connections. Misusing the threaded ring can create unsafe operating situations and ruin a pleasant day of boating. Marincos new, patented locking system eliminates the need for the traditional locking ring, creates a watertight seal every time, and ensures a safer boating experience.



Their EEL features patented “Jaw Clamp” technology, so no threaded ring is required. It claims to create a watertight seal every time. The built-in cord light is extremely handy at night. For added safety an alert light indicates if you are still plugged in at the dock. EEL features an emergency flashlight to lead your way back down the dock.

Power indicator lights on both ends inform you that

power is flowing through the cord.

EEL stands for Easily Engaged Lock, and just like a real eel, the EEL ShorePower clamps down and doesn't let go to create a safe shore power connection and a watertight seal.

When the secondary lock is engaged the jaws cannot be unclamped.

EEL connects to any brand, NEMA configured inlet.

Raillight

Solar powered LED all-purpose light

The solar-powered Raillight can mount anywhere with the quick-mount heavy-duty clamp mounting system. It mounts horizontally or vertically onto any railing from 3/4" to 1 1/4" diameter. The transom clamp adjusts up to 2" making it perfect for cockpit coaming, toe rails, attaching to tenders, dinghies, rowboats, canoes or any small boat that needs a safety light.



It's made with marine grade ABS plastic and stainless steel and utilizes four super-bright LEDs which are gasketed and sealed for excellent weatherproofing.

A light sensor automatically turns the Raillight on at dusk and off at dawn, so you never have to wonder if you remembered to turn on your anchor light if you use it that way.

Raillight Premium offers up to eight hours of light on a full charge and will last 20,000 hours according to the manufacturer.

Stay safe on the hook or in the dink with Raillight.

\$30, available at SolLight.com.

SAFE OR SORRY

Nat





ional Safe Boating Week is May 19-25

**Story and Photos:
Rachel Johnson**

With summer almost here, families and friends are eager to get outdoors and spend time on the water – boating, fishing, sailing and more. But, with approximately 500 people drowning each year from recreational boating accidents, it is imperative to push the message of “Wear It!”: wear your life jacket at all times while you are on the water.



SAFE OR SORRY

The National Safe Boating Council (safeboatingcouncil.org) in partnership with the Canadian Safe Boating Council (csbc.ca), are inviting boating safety professionals, the boating community and the media to participate in “Ready, Set, Wear It!” on Saturday, May 19. Participants in cities around the globe will gather to set a world record for the most life jackets worn and inflatable life jackets inflated. The goal is not only to promote the comfortable and versatile options when it comes to life jackets, but also to educate the public about life jackets and safe boating in general.

“Ready, Set, Wear It!,” will usher in National Safe Boating Week, this year May 19-25, 2012. Boating safety partners across the U.S. and Canada are teaming up to promote safe and responsible boating, including voluntary wear of life jackets, for National Safe Boating Week and throughout the boating season.

Last year, 1,685 people gathered at more than 99 events held around the world to set a new record for the number of participants who inflated their inflatable

life jacket or wore an inherently buoyant life jacket.

People interested in organizing an event worldwide can visit www.ReadySetWearIt.com. The website has answers to frequently asked questions, event day checklists, locating an event, general information about life jacket wear, and a special section for the media to use footage and materials from past events.

The National Safe Boating Council and the Canadian Safe Boating Council hope to not only set another world record and surpass 2011’s participants, but, most importantly, educate the boating public about the comfort and accessibility of inflatable life jackets. Throughout the year, the North American Safe Boating Campaign focuses on the goal of educating the public about





safe boating and life jacket wear, and relies on events like “Ready, Set, Wear It!” and National Safe Boating Week to bring more awareness to this life-saving cause.

While “Ready, Set, Wear It!” is one example of a coordinated international effort to promote life jacket wear and boating safety, it isn’t the only way to spread this important message. Throughout the year – not just during the popular boating months – recreational boating professionals, volunteers, and

individuals spend their time and effort to make boating a safer activity.

Whether it’s a volunteer talking to a boater about getting a Vessel Safety Check before their first voyage in the springtime or making sure that everyone has a properly fitted life jacket as the

captain of the boat, these steps make a difference.

Education and awareness comes in many forms. Sometimes it can be a huge, coordinated effort like “Ready, Set, Wear It!” and other times it can take the form of a single, simple conversation between two friends. No matter how the message is shared, one key message is reinforced – the importance of boating safety cannot be understated. By having these discussions and hosting these events, boaters are going to continue to hear a consistent message and want to reinforce that message through their own boating safety efforts.

“Ready, Set, Wear It!” and National Safe Boating Week are just one way to do what so many of us are already doing. When we can make boating safety fun, while also educational, we’re succeeding in getting others involved in this important, and potentially life saving, way of thinking.

*For more information visit
safeboatingcouncil.org*





THE LOG

Yesterday was one of those great days that come every so often. It started by putting the last-minute touches on the 60-foot Trumpy *Sirius*. With the push of the starter buttons, the 8-71 diesel roared to life. Capt. Dave Culver nodded his head and the gangway came aboard, the lines were tossed and just when *Sirius* started to move forward my partner Stephanie Smith yelled "Wait!" It was perfect timing. Dave nudged *Sirius* back towards the dock and we gave Stephanie a strong hand aboard. Our guys were checking the shafts and yelled up "Okay!" just as we cleared the Rybovich channel.

There waiting to come into the slip the *Sirius* just left was Capt. Ted Schmidt on the Trumpy *America*. Unfortunately, I couldn't get a picture when the bows of two great Trumpy yachts crossed paths since I was on one of them

but these are moments I will always remember.

Capt. Dave slowly notched up the throttles. The purr of the engine made me feel *Sirius* coming back alive after a long sleep. All the hard work was done. This was Devin Lloyd's first project as lead carpenter and you could see the sense of accomplishment on his face. Devin is a Florida boy, grew up on these waters boating, fishing and surfing. I have been asked many times through the years why we restore old wooden boats and yachts when there aren't that many of them left. The answer was written on Devin's face: Satisfaction.

We headed out the inlet. The sea was calm with a slight roll. A bright sun on clear blue-green waters, it was a great day. When we made it back, it was like Trumpy Central with four of them tied

*Insight from the travels of
wooden boat restorer Jim Moores*

One of Those Great Days



*Stephanie Smith on Trumpy
M/Y Sirius on its sea trial with
America waiting to come to the
dock in the background.*

THE LOG

Top: *The 40' GarWood*
Middle: *Nate Smith inspects the new*
Bottom: *Ernest H*

to the dock. There was my boat *Aurora II* as well as *Liberty*, *Sirius* and *America*. This doesn't happen often enough and that made the day particularly one I'll remember.

Once all of us disembarked after the sea trial, Capt. Dave and Pam Culver slid the lines aboard again and *Sirius* gracefully slipped away from the dock. And then she was gone. *Sirius'* new home will be Grand Rapids, Michigan. Dave and Pam will be heading north later this spring.

Back at the shop, the 40' Garwood was ready to come out of the paint shed. We work on this sleek beauty every year with minor touch-ups but this year our painter Bernard Smith put two coats of Dupont MS-1 clear everywhere and it was just magic. She gleams and with twin 550 HP engines, she flies as well.

When I got back to my desk to check on emails, there was one from Nate Smith at Moores Marine Yacht Center in North Carolina. There she was, *Pilar* on a mobile boat mover being transported from the carpentry shop to the paint shed. Any one of these



*Good we care for, leaving the paint shed after brightwork.
Now Pilar as she rolls out of the carpentry shop to head to the paint shed.
Hemingway's original Pilar, which is still in Cuba.*



events would have made my day, but all of them happening all at once made it particularly special.

I want to foster in James my love of wooden boats and the water. About a month ago I was thumbing through a magazine when I stopped on an advertisement. There was a beautiful varnished model sailboat with a website, modelsailboat.com. Within seconds I was watching these boats sail in a video online. I ordered the T37. Would James be interested in building a wooden boat? Just because I like something, would he? I took the gamble.

When he showed no interest I took the instruction book to the boat. "James, we will read the book together."

The next day, we started to read. Then we put the hull together. James built the rudder and bent the rudder shaft in a vise. It fit. Yesterday, with all that was going on, I wasn't able to help him. But at the end of the day, James started telling me that he had glued the rudder post in and resin saturated the bottom. There is a spark in his eyes and a tone

THE LOG

Concentration: James Moores III, left, working on his little boat. Lead Carpenter Devin Lloyd working on the bigger boats.



in his voice. Someone recently told me it's not how much you know that makes a great teacher. It's how much you inspire someone to learn. James has already picked out a name for his boat, *Scout*. We are already talking about the next boat and we haven't finished this one.

One last story: As I was driving to work today I got a call from a friend, Marty Isenberg. I had forwarded photos of *Pilar*, Nate Smith's project in MMYC, on to him and we were talking of simpler times. He said, "I remember when I used a hand pump in the galley." We both laughed. I

remember wind scoops used for air conditioning.

Simplicity still has an important place in the boating world. The more complex we make it, the more we distract us from what originally drew us to boating, which is going places and having fun. Sleeping on the foredeck on a moonless night gazing at stars, or seeing land off in the horizon and hoping your course was accurate. Or, sitting on the aft deck eating a sandwich when a cool breeze blows up off the water and takes your paper plate flying.

These aren't things we can tell our

I had the opportunity to have three clipper bows from three different decades all tied at the dock at the same time. Aurora II being the first, from the 1940s, Liberty from the 1950s and finally Sirius from the 1960s.

kids to inspire them, we have to drag them along and hope their eyes open to the joys of these moments.

Jim and Stephanie Moores are the owners of Moores Marine in Riviera Beach, FL and Beaufort, NC.



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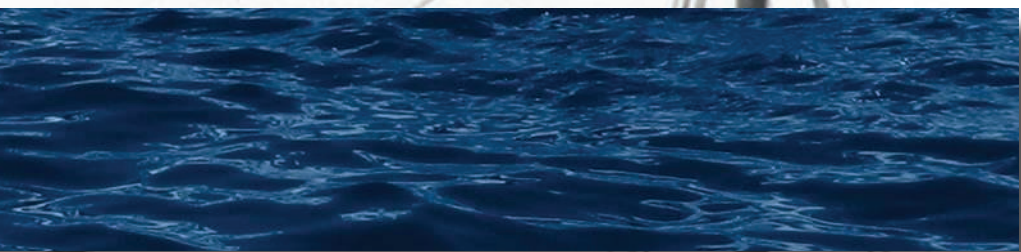
LEW'S LESSONS

Seattle, Washington – On days when life seems unnecessarily ridiculous, complicated and frustrating, it occurs to me that I really just want to sail away. The pressures and complications that form the landscape of my life are so frequently oppressive and omnipresent, that for the most part, I simply yield to them without protest and do what I am told without even realizing I am submitting to the collective will of a culture that really may not have my best interests in mind. Yet simply sailing away, while it has occurred to me daily in the past 15 years or so, seems impossibly out of reach. I believe this is exactly so for most of us, even the most adventurous. A bit of summer cruising is all I usually get, and mostly, it's all I have the courage to expect. However powerful the allure of the horizon, duty calls, after all. My reality, you could say.

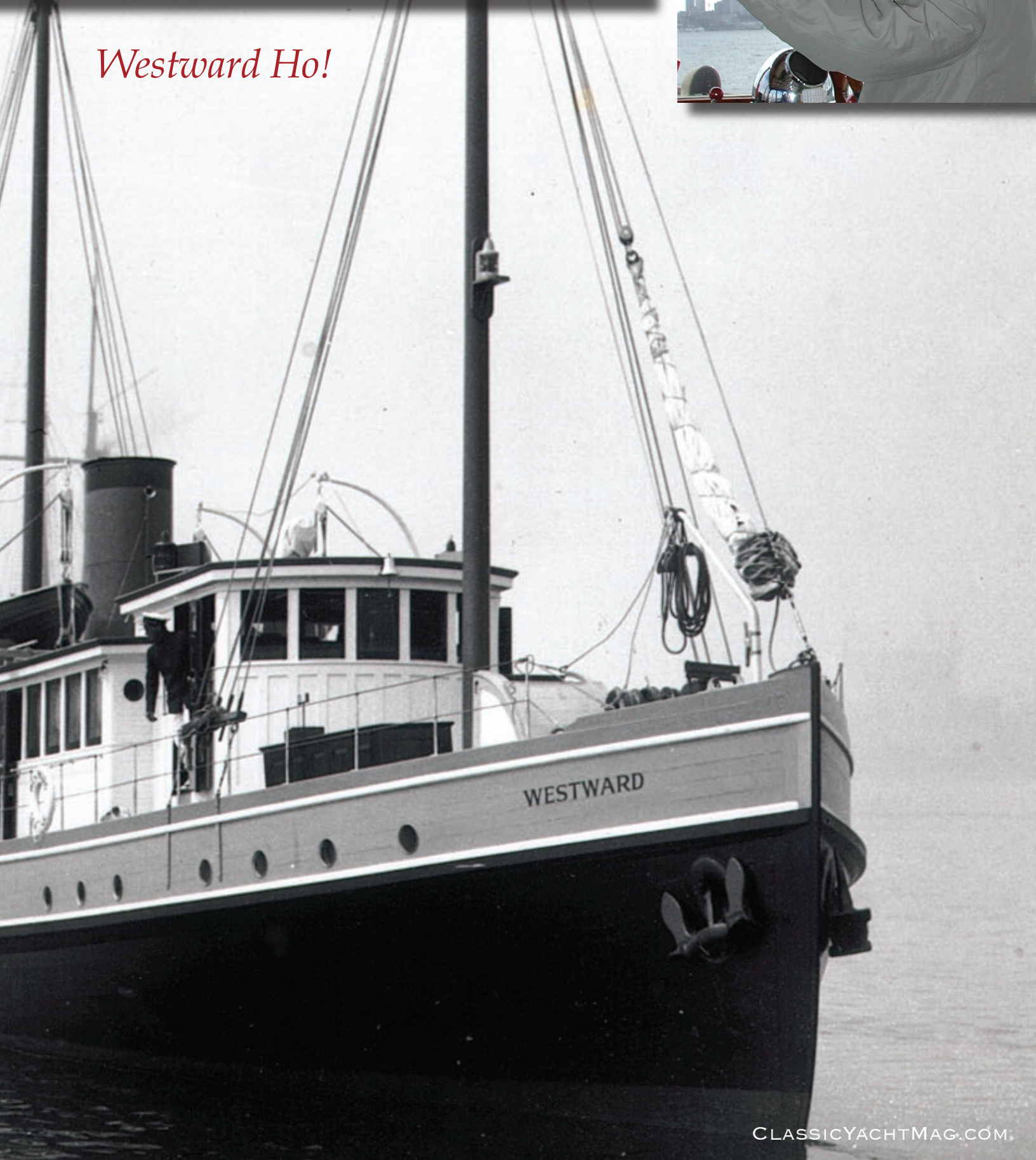
While my choice has been to be somewhat passive in respect to accepting the daily grind one shouldn't make the mistake of believing everyone chooses to live a life of quiet desperation. There are people who plan great things and accomplish them, and it's their stories that are at the heart of all that is extraordinary.

Here you learn another of my little secrets. By day, I am essentially a salesperson. I know you see me only as a writer, but that is simply a matter of your perspective. From my point of view, there is an office to serve. Understand, I have never believed that the intricacies and art of the deal make for best selling material. I don't own any "Seven Secrets of Sales Success" books that I would ever admit to having read.

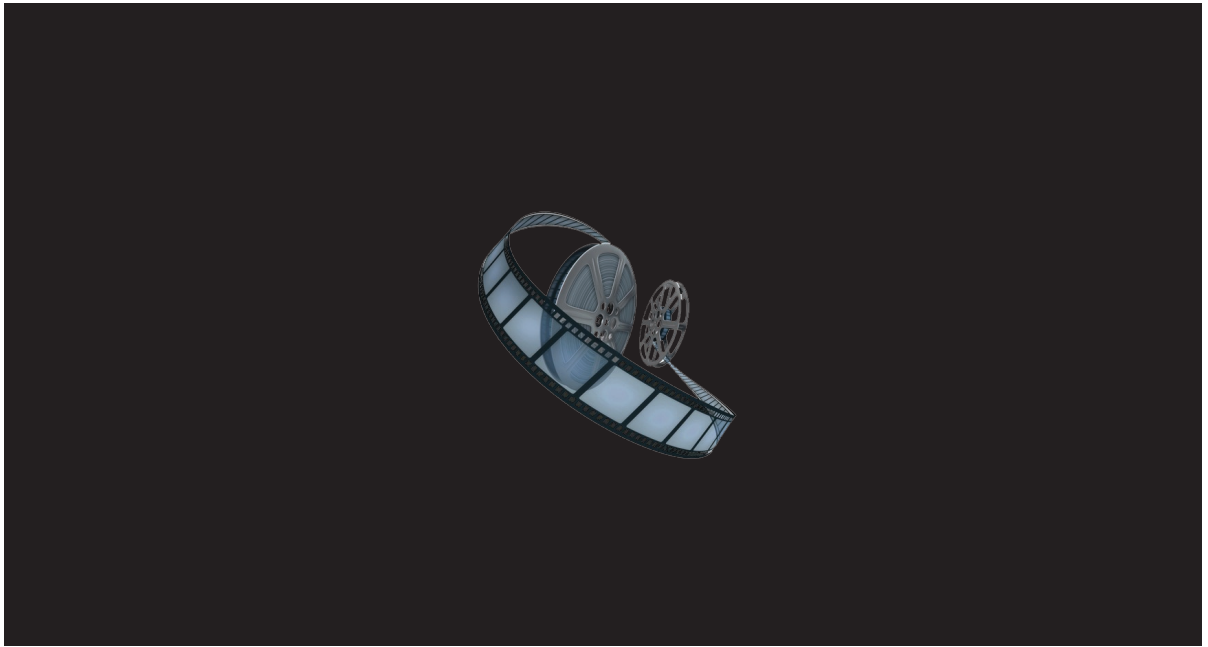




Westward Ho!



LEW'S LESSONS



What a bore. That's not the kind of "sail" I am interested in. I will admit that these days, the implausible stories of business failures and the tracking of "sales" and stocks" has become a terrifying chain of acquisition, divestment, disillusionment and implosion, and is anything but boring. All the more reason to simply want to sail away.

I believe we were born to expect something better than to live our lives by the rule of the dollar. More eternal than the pursuit of wealth are the great sagas of the past, and in these, all of us can find something inspiring. Epic voyages are at the heart of our fantasies, from Ulysses to Shackleton, Columbus

to Vancouver. Such great explorations and adventures are universally enthralling. In a day when it seems all on earth that can be done has been done, where do we turn for another such adventure involving wooden ships and sturdy people willing to take a risk to learn something? Well I have first hand knowledge of such doings, and I'm going to share it with you.

Actually, I only saw a movie about these things. It was made here in Seattle, compiled painstakingly by John Sabella and his team. John writes a column in this very magazine, but that's really not his day job. He has had a few careers in his life, but his abiding interest has been in documenting mari-

More eternal than the pursuit of wealth are the great sagas of the past, and in these, all of us can find something inspiring.

time subjects, including commercial fishing, on the North Pacific from Seattle to the Bearing Sea. Although not a fisherman, John knows something of the hard, dangerous life occasioned by fishing in northern waters. And it is this interest and his study of first the boats and men, and finally the facts of survival in this bitter environment that has brought us to his attention, and he to ours. John's real focus in fact is media production and compiling the records of our marine heritage in an easily accessible form before those records are entirely lost. This interest has led him to produce a number of videos on classic boats which you can explore on his website, the address I'll provide further down the page.

I think you should know about the subject of John's latest documentary, the yacht *Westward* and her families of owners. All of them have in their way broken with the traditions of land bound responsibility and the rules of the game that we drones follow dutifully. The *Westward* makes everyone who possesses her sail away.

It's simple, really. To sail away one needs

a ship capable of so doing. *Westward*, which is the inspiration for my musings and our escape, was designed by Ted Geary, one of the golden era's greatest marine architects. She cut the mold for the Geary fantails that were to follow. Built for Campbell Church Sr. by the John A. Martinolich Shipbuilding Company in Dockton, Washington, she was launched in 1924. But she is no ordinary yacht. She is built in the style of a north Pacific cannery boat, but with rather more graceful lines at the stern where she flaunts Geary's trademark fantail. As a yacht built to cosset people and not hold fish, she has some extra house that makes life aboard gracious and spacious.

At 86 feet, she's a large boat but not so large that a small crew can't handle her. Church's planned use for her was Alaska voyaging, and he supplemented his family boating experiences by putting her in service, catering to the most wealthy, successful and powerful people of the day. Later, his son Campbell Jr. would make a thriving business out of the vessel with a supporting cast of boats and camps in the wilderness. But Church Sr. showed the way. *Westward's*

LEW'S LESSONS

passengers experienced nothing less than the wilds of Alaska in the days when it was untouched by civilization. There they might on any day shoot a brown bear or moose, or row up to a glacier from which it was possible to dive in and take a swim. The first paying guest aboard *Westward*, and arguably the most important, was George Eastman. That's Kodak's George Eastman from Rochester, NY. Mr. Eastman taught Church Senior to take 16mm films. This was a most fortunate thing, yielding to posterity a legacy of 300 reels of remarkably competent film footage.

These reels innocently display the wealth of the time engaging in sports of a kind that are now entirely out of fashion. For instance, Sabella's documentary has a section devoted to whale hunting from the deck of *Westward*, and to accomplish this she was equipped with a cannon to do the work in a thoroughly efficient manner. My dream has no place for whale hunting, and it was as disturbing to view this event as a sport as it was to see photos of skinned bears shot for fun. But you have to admit this is

really different than what you do for a living. And to run this show, to be at the helm of this boat and give the Roger Maris salute to income taxes and parking tickets really does have universal appeal, doesn't it?

It was appealing enough to Don Gumpertz and his wife Anna Louise to cause them to buy *Westward* in 1967 after the Church's had owned her for forty years. Having refitted and engaged her in a few years of shake down cruises, they took her cruising. They left port one day, turned right and sailed her all the way around the world. I met Don at a Seattle showing of the film and was impressed by this soft spoken, unassuming man that did exactly what I fantasize about every day. He just done did it. The Gumpertzs sailed their forty year old power boat everywhere you could take her, returning five years later. You really do need to see this part for yourself, and this central piece of *Westward* history matches my personal take on the ultimate escape from the world's stupid stuff about as well as I could possibly imagine. My hat is off to Don and his wife,

*Don and Anna Louise Gumpert left port one day,
turned right and sailed her all the way around the world.*

Anna Louise, whom he has survived. Their adventure is the stuff of dreams and it surely must comfort him that they lived this improbable experience together. Extraordinary.

As *Westward* served Don and Anna Louise, so in turn did she find new ownership in Teresa and Hugh Reilly, who purchased her in 1993. The expected refitting may have exceeded

the usual run of work demanded by a seventy year old boat simply because of the use that was intended of her. That is a story for another telling, but here I can do no better than to quote Hugh himself.

We are leaving Port Townsend on Sunday, headed for San Francisco, the beginnings of a voyage that will take us down to Mexico. We will spend March

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"Attending GLBBS allowed me to develop the necessary skills. Started working the Monday after graduation." *Geoffrey Hamilton, Class of 2011*

"GLBBS provides a high quality of education in wooden boat building, demonstrating superior craftsmanship." *Thomas M. Mertaugh, owner Classic and Antique Boats, Ltd.*

"I was offered an apprenticeship at Chesapeake Bay Maritime Museum prior to graduating. My education and training at GLBBS were an excellent foundation for working on historic, large boats. The smaller class size and highly personal instruction have proven to be great advantages." *Bud McIntire, Class of 2011*

"Excellent instruction fosters excellent students and GLBBS delivers on both, graduating the kind of students we look to hire." *Steve Van Dam, Van Dam Boats*

LEW'S LESSONS

and April in Mexico and early May we are leaving Cabo San Lucas for the Marquesas in French Polynesia. It will be a two-week crossing and we will spend the summer, our summer, in French Polynesia, the Marquesas, Tuamotu Islands and the Society Islands, Tahiti, Bora Bora, the Îles Sous-le-Vent, the Islands under the Wind, French Polynesia. I am hard pressed to explain my rationale for doing this, it probably requires a pretty deep therapy to dig into my psyche and find out why this is going on. If I am crazy, I am having fun doing it.

Although Hugh may have a hard time putting his rationale into words, I do not have so much trouble with what I imagine would be my justifications for such “madness.” You see, I believe I can perfectly explain such behavior as the desire to sail an eighty-year old boat around the world. If you have the boat, and you have the guts and the resources, what would you do? Do you prefer to read self-help books or collect parking tickets? Perhaps you find joy in dealing with insurance companies, or pondering how to get out of your latest jury duty summons? Maybe you like jury duty; how would I know? But for me, *Westward's* capabilities are the

basis of the dream.

If you want to know a bit more about John Sabella's work in general, and *Westward* in particular, I'd strongly suggest you visit John's website. You'll find it here:

<http://johnsabella.com/index.lasso>

There's lots to explore. Poke around until you find the section on *Westward*. As a decent navigator, I'm sure you'll find the way. Look under “Classic Yachts.” That's always a good place to start!

Speaking just for myself, I have to admit that I'll be going to work tomorrow, because I have responsibilities. But one of us needs to break away and taste freedom. The Reilly's are looking for a partner to keep *Westward* on the move. I don't know what a share costs. You'll need to check with Hugh and see what he's thinking.

I'm afraid even to ask.

Lew Barrett owns Rita, a 1938 50' (15.2m) Ed Monk-designed motoryacht based in Seattle.

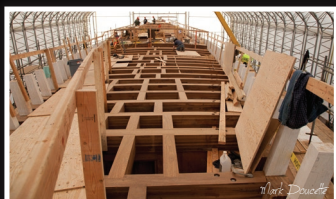


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MYSTIC MINUTES

Story & Photos: Erin Richards

As the calendar year progresses, so does work surrounding the last wooden whaleship in the world, the Charles W. Morgan, at Mystic Seaport. Restoration work is progressing steadily, with this past March marking a key milestone in the project—installation of the vessel’s new transom beam. Excitement is also building for the Morgan outside of the Museum’s Shipyard, most prominently, throughout the state of Connecticut as the 2013-14 academic year has officially been declared by Governor Dannel P. Malloy as the “Year of the Charles W. Morgan.” And for the aesthetes, a new exhibit that artistically interprets the whaleship and her legacy has just opened at Mystic Seaport, providing contemporary audiences with fresh perspectives of the historic artifact.

Transom Installation

On the morning of March 27, the Mystic Seaport Shipyard crew gathered to hoist the Morgan’s new, 22-foot-long transom beam into position. The beam is a critical timber as it is the transverse support for the entire transom. It sits centered on top of the rudder post and supports frames called “tail feathers” that project up and provide the structure for the transom planks to be fastened. Because this piece is so critical, much care went into selecting the right piece of white oak.

Restoring a Past,





*News from the
Mystic Seaport
Museum*

Charting a Future



MYSTIC MINUTES



As it weighed more than a ton, positioning the beam into place high up on the stern presented a challenge and required the services of a large crane. The beam was carefully rigged and then lifted directly above the roof of the scaffolding covering the Morgan and dropped through a slit cut into the plastic. To get the beam to swing back to the horizontal so it could be slid into its final position required careful maneuvering. Poking out through another slit in the plastic on the scaffolding's side, the beam was gingerly lowered onto some temporary

supports. The whole process was completed in a little over an hour.

"Year of the Charles W. Morgan"

A significant event occurred April 18, 2012, adding another key chapter to the Morgan's already storied history. At a news conference held at Connecticut's state Capital, Governor Dannel P. Malloy designated the 2013-14 school year to be the "Year of the Charles W. Morgan" throughout the state. This was a proud moment for Mystic Seaport, enabling the museum to integrate its exhibits and programs with the state's education and tourism initiatives. The designation will give Connecticut students the opportunity to learn about state history, the whaling industry and the region's maritime heritage.



The “Year of the Charles W. Morgan” will feature an extensive series of learner-based programs and resources for teachers so they can teach a range of subject material. Some of the initiatives currently in development include: an Online Learning Community that will feature the Morgan as central content for an interactive curriculum (made possible with the support of a \$500,000 grant from the Institute of Museum and Library Services); on-site programs for

school groups to visit the ship; off-site programs where museum educators travel to Connecticut schools to assist teachers with presentations; and partnerships with institutions of higher learning.

“Restoring a Past, Charting a Future”

While the Morgan’s story has been documented throughout the years in log books, oral histories and photographs, her story has never been chronicled

MYSTIC MINUTES

quite as it is now in Mystic Seaport's newest exhibition, "Restoring a Past, Charting a Future: An Artistic Discovery of America's Whaling Legacy by Dalvero Academy."

This innovative exhibit is comprised of artistic interpretations of the Morgan's restoration created entirely by New York-based artists from the Dalvero Academy in Brooklyn. Utilizing numerous mediums, including ink, watercolor, pastel, charcoal, sculpture, photography and embroidery, twenty-four of the Academy's students have designed an exhibit that reflects the inspiration found within the Morgan

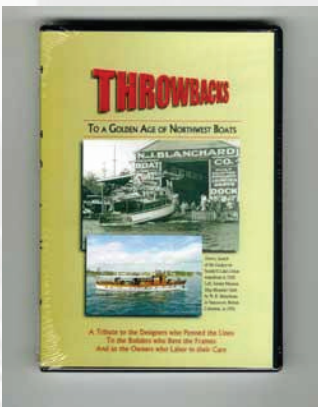
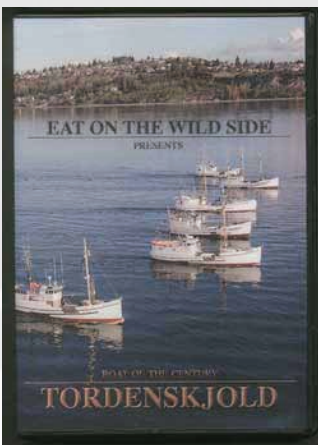
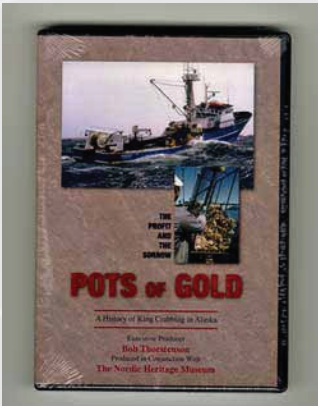
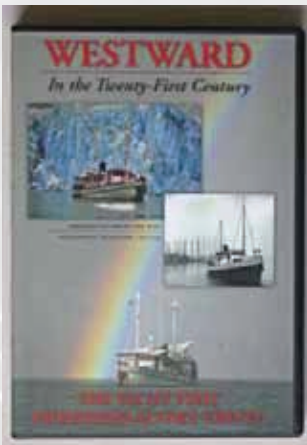


and Mystic Seaport. Drawings large in scope depicting the 113-foot whaleship and the Museum's vast shipyard are exhibited alongside fine, detailed illustrations, including one of an intricate whaling knot used to secure a line to a harpoon. This exhibit is unlike any others that have been hosted at Mystic Seaport, and it offers museum visitors a unique and innovative museum experience.

Restoration, education, art—it's all part of the Charles W. Morgan's ongoing story and it's all happening at Mystic Seaport.

For more information, visit www.mysticseaport.org.

Documentary Videos Available on Pay Per View



Nautical Media now offers its library of documentary videos on pay per view, with prices as low as \$5.95. Viewers can log onto the Nautical Media website at www.johnsabella.com and watch movies anywhere they have access to an Internet connection with sufficient bandwidth. Nautical Media's safety training titles are also available for streaming. When you click on a link on the Nautical Media website to launch a pay per view session, a pay wall appears after five seconds and gives you the option of purchasing 24-hour or 96-hour access to the video stream using a credit card or Pay Pal. There are a wide variety of subscription options available. Log onto www.johnsabella.com to see the list of available titles or to create an on-line pay per view account. The following documentary programs are available on pay per view.

Tordenskjold: Boat of the Century

Westward in the 21st Century

Throwbacks to a Golden Age of Northwest Boats

Bear Facts

Westward: Cruising Alaska, 1920s-Style

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Background. The M/V Hermina on the ways at N.J. Blanchard's yard in the 1920's heyday of Seattle's wooden boat building industry. Young Norm Blanchard peeks in from the right.

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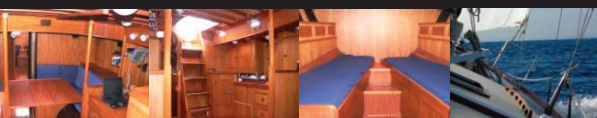
Build: Cantieri Carlini Rimini
Designer: Carlo Sciarrelli Peracca
Length: 54"/16.30 m
Beam: 14'8"/4.51 m
Year/Refit: 1988/2010
Flag: Italian
Displacement: 17T
Sail area: 175m²
Guests: 6 + 1 crew
Location: Rimini
Asking price : 495,000 €

Sciarrelli has always loved to define his creations as "boats to travel", to represent the concepts of comfort-safety-seafaring applied to his preferred classic design that has been defined with admiration by the famous French designer Mauric (Pen Duick IV of Tabarly) as "Boats designed with the heart".

Sciarrelli's stunning boats have been characterised by an unmistakable design, by being fast and light weighted (but not excessively) as well as easy to steer. Sciarrelli was known for the fanatical care he was devoting to obtain a high course stability, natural consequence of the balance of the canoe body, that allows his boats to cross the oceans in the maximum safety.

The manufacturing was entrusted, and it could not be differently, to the skills and experience of the Shipyard Stefano Carlini - Rimini-Italy that, after two years of passionate and enthusiastic work, delivered this jewel, the Stradivari of the sea.

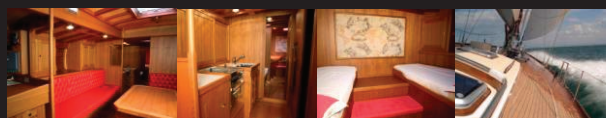
The final result is a jewel for sailing, that would have made Sciarrelli proud, and that, as well as all his other yachts, "makes the water cheer on his passage". When entering a port it always capture the attention for its traditional and elegant design that embodies classical marine characteristics ensuring a constantly safe sailing. Indeed when it slides on the water with a slight breeze or when it faces a strong storm it spreads vibrant sensation, the Clan 2 was designed and built to give continuous emotions.



CLAN 2



Build: Cantieri Carlini Rimini
Designer: Carlo Sciarrelli Peracca
Length: 63"/19.10 m
Beam: 16"/4.90m
Year: 2008
Flag: Italian
Displacement: 27T
Sail area: 250m²
Guests: 6 + 3 crew
Location: Rimini
Asking price : 1,490,000 €



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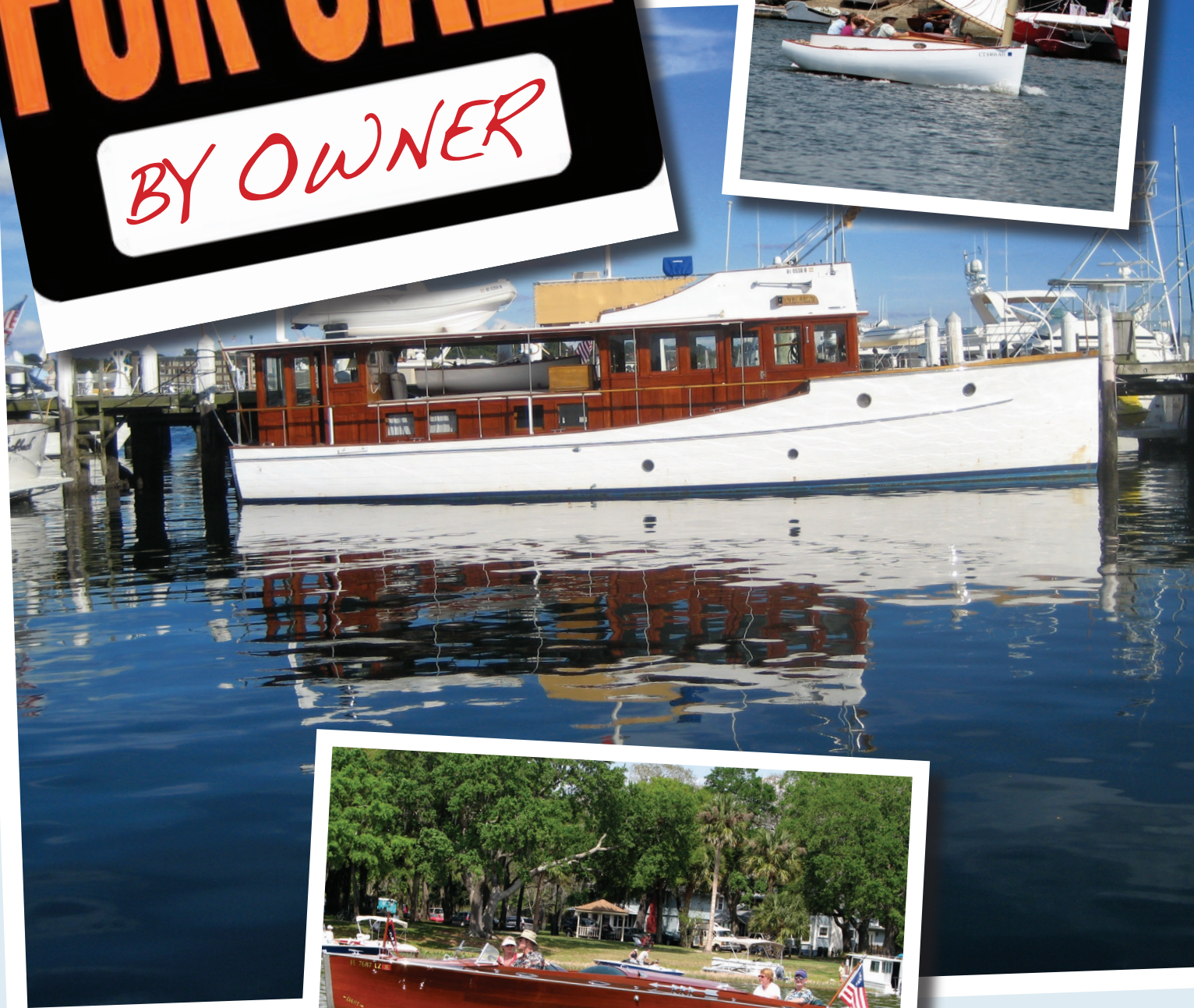


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